

No.1
FORD
MAG!



OVAL RACER!
HOT ROD 105E

MK2 GRANADA
RARE RESTO



February 2016

classicFord



**CRACKING
CROSSFLOWS!**

Escort + Fiesta + Cortina

Three street sleepers with
pushrod performance



**TOP
TEN**
Extreme
classic Fords
See p30

**ENGINE
TECH**

HOW TO ID
CROSSFLOW
BLOCKS LIKE
A PRO — p52

KEN BLOCK'S ***** MK2 ESCORT

[Get the lowdown
behind the most-
talked about
Escort for years]

PLUS

KNOW YOUR
MILLINGTON
DIAMOND
ENGINES!

WRC-style suspension, 330 hp 2.5-litre engine, Rocket Bunny bodywork

**INSIDE: MK1 FIESTA EVENT + TRANSIT AND KA BUILD IDEAS
RETRO RIDES AT SHELSEY + CARS AND PROJECTS FOR SALE**



BUILD IT:

**CAPRI V8
X-PACK**

Supercharged
Mk3 in progress

FIT IT:

**PANHARD
ROD KIT**

Lowered Fiesta?
Then you need this

BUY IT:

**ESCORT
XR3**

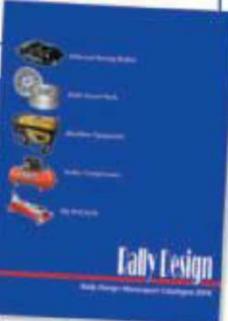
Top buying
tips inside!





NEW Biggest ever 2016 Full colour Rally Design Motorsport Catalogue AVAILABLE NOVEMBER

Rally Design together with Magnum Classic Panels, Big Red Jacks and Blackline Tools are exhibiting at Autosport International (NEC - Stand 8345 - 14-17 January 2016). We have so many more new products for you to see! Also collect a FREE copy of our brand new biggest ever 2016 Motorsport Catalogue!



**AUTOSPORT
INTERNATIONAL**

**14 - 17
JANUARY 2016
NEC Birmingham**

AUTOSPORT INTERNATIONAL 2016, STAND 8345

ESCORT MK1 & 2 PARTS



Wilwood brakes kits from
£260.20 £319.44

Wilwood brakes kit, 26.5x10, Powerlite caliper	£266.20	£199.44
Wilwood brakes kit, 247x20, Midlite caliper	£427.13	£372.56
Wilwood brakes kit, 285x21, Midlite caliper	£525.14	£430.17
Balance bar pedal box, cable clutch	£189.50	£227.40
Balance bar pedal box, hydraulic clutch	£275.00	£258.00
Blackline 'swaged' stainless brake lines, 3-line	£29.74	£15.69
Minilite style wheels	£61.13	£64.00
7x13	£71.13	£76.00
8x13	£82.50	£99.00
10x15	£94.00	£112.00

Minilite style wheels from
£64.00 £76.80

Silicone hose kit, Mexico or RS2000
(available blue, black or red)
Propshaft, type 9 - English/Atlas axle

**£62.34 £74.81
£89.50 £107.40**

English CWP's 3.5, 3.9, 4.4, 4.7, 4.9, 5.1, 5.3
Atlas CWP's 3.4, 3.7, 4.6, 5.1
4-speed heavy duty gearlever
5-speed heavy duty gearlever
M10 alloy 'Pro' gearknob
M10 white/black nylon gearknob

**£215.00 £258.00
£216.00 £276.00
£36.50 £47.80
£38.30 £46.20
£45.50 £77.40
£11.50 £13.80**

X-Flow alloy radiator
RS2000 (Punto) alloy radiator
1.1/2.13 oil cooler

**£169.60 £201.52
£169.60 £203.52
£45.30 £54.60**

X-Flow alloy radiator
£169.60 £203.52

Lockable fuel filler cap assembly
£49.00 £59.40

WCP interrupter pump
£29.00 £34.80

WCP interrupter fuel pump
WCP solid state fuel pump
WCP injection fuel pump
Bonnet pin kits, stainless
Bonnet pin kits, alloy
AeroCatch
Avanti map light
Manifold wrap, 2" x 15 metres (50ft), Vermiculite
Roll cage padding, 3H, B1 fire rating

**£29.00 £34.80
£19.00 £22.80
from £12.19 £16.63
£5.50 £6.00
£7.00 £8.40
from £31.00 £37.20
from £19.50 £21.40
£29.00 £35.52
£6.00 £7.20**

M16 calipers to fit standard discs,
pair **£79.00 £94.80**
M16 calipers to fit vented discs
(no spacers needed),
pair **£91.00 £111.60**
Group 1 vented discs (247x20),
pair **£39.00 £46.80**

Pro Riveter Kit
£39.90 £47.88

Escort Laminated Windscreens

Escort Mk1 front laminated screen (incl. rubber)
Escort Mk1 front laminated screen (incl. rubber)
Escort Mk1 front screen rubber
Escort Mk1 rear screen rubber
Escort Mk2 front screen rubber
Escort Mk2 rear screen rubber
Lower windscreens chip repair kit

**£69.50 £83.40
£69.50 £83.40
£24.92 £29.90
£22.92 £28.70
£29.00 £34.90
£29.00 £34.90
£11.90 £16.68**

Escort Mk2 Rubber Parts

Bonnet bump stop	pair	£3.90	£7.00
Bonnet rail bump stop, set of 4	pair	£9.90	£11.88
Bonnet bump stop, centre-rear	pair	£4.90	£5.80
Wiring loom bulkhead grommet	pair	£6.90	£8.28
Bonnet release cable grommet	pair	£4.90	£5.80
Steering column bulkhead grommet	pair	£6.90	£8.28
Handbrake bulkhead dust boots	pair	£6.90	£8.28
Spdro cable bulkhead grommet	pair	£4.90	£5.80
Throttle pedal pad	pair	£4.90	£5.80
Brake and clutch pedal pads	pair	£7.00	£9.26

Mk2 Rubber Parts - NEW 2015

Shock absorber top caps	pair	£12.99	£15.48
Rear bumper side plugs, set of 4	pair	£9.90	£10.68
Oil line bulkhead grommet	pair	£4.90	£5.80
Brake servo rod bellows	pair	£6.90	£8.26

SPECIAL HAND TOOLS

Ratchet tap Wrenches

85mm long, M1 - M10

100mm long, M5 - M12

£5.99 £8.28

£7.99 £9.48

each £265.22 £318.27

each £72.10 £86.52

each £175.00 £210.00

Full listing of all Mk1 and Mk2 body panels on our website

www.rallydesign.co.uk

NEW!

Gear Ratchet Spanners

72 TOOTH - THE BEST QUALITY?

7 piece metric set, 8-19mm

£31.79 £48.44

7 piece SAE set, 5/16 - 3/4

£27.70 £38.44

pair £11.90 £14.28

pair £17.69 £21.23

pair £4.90 £5.97

pair £7.49 £8.98

pair £7.36 £8.83

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pair £17.69 £21.23

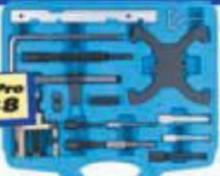
pair £4.90 £5.97

pair £7.49 £8.98

pair £7.36 £8.83

ENGINE TOOLING

Ford Timing Tool Set, Pro
£59.90 £71.88



19pc Universal timing locking set
Engine locking tools, Darting
Ford engine timing tool set, basic
Ford engine timing tool set, pro
Ford fan clutch wrench
Opel/Vauxhall pro timing tool set
Piston bore honing set, 3 stone
Spare stones to suit honing set
Valve lapper tool, 2 piece

£17.92 £21.50
£26.60 £22.02
£7.36 £8.81
£35.90 £21.88
£5.90 £17.88
£5.36 £17.23
£4.99 £5.88
£5.20 £6.24

SET UP EQUIPMENT - Suspension

Trackace from
£58.00 £69.60



Trackace in blow moulded case
Gumon trackrite caster/amber gauge - magnetic mount
Blackline caster/camber gauge 'Bubble type'

NEW!

Digital Caster-Camber Gauge
£67.27 £80.72



NEW!

Blackline digital caster/camber gauge, magnetic mount
Blackline caster/camber gauge mounting kit including
digital gauge + suit wheel diameters 10-20"
Turntables, 1.5ton each capacity
Digital tyre pressure gauge
Digital tyre depth gauge

£67.27 £80.72
£107.28 £128.74
£139.00 £167.76
£3.80 £4.56
£4.00 £5.76

TESTING EQUIPMENT

Cylinder Leak Detector
£21.83 £26.80



NEW!

Cylinder leak detector
Fuel injection test part
Diesel engine compression test
9 piece petrol engine compression test

£21.83 £26.80
£19.10 £23.26
£27.20 £32.64
£14.92 £17.99

LED LIGHTS

Rechargeable workshop light - 20 LED
Rechargeable under bonnet light - 120 LED

£76.25 £99.50
£39.50 £47.40

CIBIE LIGHTS & COVERS

Cibie 'Oscar Style' Lamp
£39.00 £46.80



Genuine Cibie Oscar
Genuine Cibie Super Oscar
Pattern 'Oscar' lamp, E-marked
Pattern 'Super Oscar' lamp, E-marked
Spare Oscar light cover
Spare Super Oscar light cover

pair pair

£89.50 £107.40
£95.50 £119.40
£59.00 £46.80
£44.50 £33.40
£75.90 £19.08
£79.50 £23.88

BATTERY CONNECTION PARTS

Quick disconnect, cable connector &
anti-corrosion washers
Terminals, 1.1mm post
Terminals, 16.5mm post
Washers and terminal boots
Hydrometer tester

set pair pair set
£4.90 £5.88
£2.90 £3.48
£2.90 £3.48
£2.50 £3.00
£1.90 £2.28

WELDERS - ARC, MIG & TIG

MIG 200 amp
£194.48 £233.38



Arc welder, 200 amp
Mig welder, 120 amp
Mig welder, 200 amp
ARC & TIG welder, 180 amp

NEW!

£93.29 £111.95
£87.88 £105.46
£194.48 £233.38
£17.20 £188.64

AIR COMPRESSORS

Prices from
£29.50 £35.40



Double cylinder air pump, max 150psi (60litres/min)
Hi-flow air pump (150litres/min)

£29.50 £35.40
£39.50 £47.40

Sealey Air Compressors

NEW!



Prices from
£92.98 £111.58

PROFESSIONAL Starter/Chargers

Starter/Chargers from...
£47.32 £56.78



Starter/Charger, max. 45 amp
£47.32 £56.78
Starter/Charger, max. 100 amp
£98.70 £118.44
Stage charger - reconditions deeply
discharged lead acid batteries
£29.00 £35.76
DC inverter - incl. USB port
£99.90 £119.88

BlackLine POWER TOOLS 450Nm Cordless Impact Wrench Set



All for just
£149.70
£179.64

Includes powerful
450Nm wrench (reverse),
120Nm (forwards),
impact socket set, (1) T-27
ratchet handle, (1)
extendable ratchet
handle, (2) x 4 Samsung
batteries and quick
charger

450Nm Impact wrench, mains 240v
16 piece Impact socket set, 1/2" drive
Standard ratchet handle, 72 tooth, 1/2" drive
Extendable, 180° head ratchet handle, 72 tooth, 1/2" drive
5 Ah Samsung spare lithium battery
Torque wrench, 40-210Nm (10-15lb ft)
5 piece twist socket set, 1/2" drive
Universal ball joint impact socket, 1/2" drive
250Nm lightweight impact wrench, 3/8" drive
13 piece impact long-reach socket set, 3/8" drive
1.5Ah Samsung spare lithium battery
Cordless power drill, 18v, 52Nm torque
19 piece cobalt drill set, din 118, 1-10mm
Cordless screwdriver, 2.2v, lightweight, 6 torque settings
Angle grinder, 1100w x 125mm diameter, 1100rpm
Polisher, 800-3000rpm, 180mm pad
Heat gun, 2000w, 50-650°, 560 lit/min air flow
170W mini grinder (tool only)
170W mini grinder plus 130 piece rotary tool set

£47.82 £57.38
£15.64 £18.77
£7.98 £9.58
£12.79 £14.95
£12.98 £14.58
£11.90 £14.68
£19.92 £23.90
£8.25 £9.90
£74.80 £89.76
£11.50 £13.89
£11.25 £15.90
£41.50 £49.80
£16.58 £19.90
£19.42 £23.30
£23.00 £27.68
£39.03 £47.80
£24.92 £29.90
£21.90 £28.68
£31.90 £40.68

Direct drive compressors

1HP, 50ltr tank, 4 CFM
2HP, 50ltr tank, 6.8CFM
3HP, 50ltr tank, 12.6CFM (V-Twin)
3HP, 100ltr tank, 12.6CFM (V-Twin)

£92.98 £111.58
£124.90 £149.98
£194.97 £233.96
£246.97 £296.16

Belt drive compressors

3HP, 50ltr tank, 13.4CFM

£415.97 £499.16
£397.97 £477.56

Other sizes available on our website
www.rallydesign.co.uk

Air Compressor Tooling



15 piece 1/2" impact wrench kit
15 piece 1/2" ratchet wrench kit
50 piece 1/2" air tool kit includes ratchet, impact,
air hammer & accessories
9 piece 1/4in air hammer kit
6 piece air drill kit
3 piece HVLP spray gun kit
Cladman tyre gun, 0-220psi (15bar)
Pro tyre lance, dual head, 0-220psi (15bar)

£25.18 £30.22
£21.04 £28.85
£59.49 £71.28
£17.18 £26.62
£19.35 £23.22
£29.63 £35.36
£6.92 £8.18
£6.92 £10.70

BlackLine Portable Generators



0.9kW Portable generator £82.42 £90.90
1.2kW Portable generator £124.58 £149.50
2.5kW Workshop generator £166.50 £199.99
3.0kW Workshop generator £229.00 £274.90
ELP 2.8kW Inverter/Generator
(suitcase style) £311.67 £398.00

2.0 Ton Nascar Quick Jack
£141.25 £169.50

JACKING EQUIPMENT



3.0 ton Trolley jack
2.0 ton, twin profile 'Pro' garage jack
3.0 ton, twin profile 'Pro' garage jack
3.0 ton double lock 'Pro' axle stands - pair
2.25 ton lightweight jack
2.0 ton 'Nascar' quick jack
3.0 ton 'Pro' axle stands, pair
Wheel skate, hydraulic lift - each
Wheel dolly, pair
750lb engine stand
1500lb floatable engine stand
Engine cradles - pair
Tin I tool box set
Trolley style tool box
Wheel camp set
Tyre saver parking mat - pair
Anti-skid grid, rollable
Electric hoist, 200kgs
Electric hoist, 300kgs
Car creeper, lightweight, 36"
1 ton engine crane, foldable
Workshop 'Button' seat, pneumatic

£36.50 £42.80
£166.65 £163.98
£106.40 £122.68
£79.50 £23.40
£49.25 £59.10
£141.25 £169.50
£24.50 £29.50
£49.50 £59.50
£39.50 £47.46
£41.25 £49.50
£58.05 £66.66
£49.50 £59.40
£35.90 £43.00
£79.90 £95.88
£37.92 £46.50
£12.42 £14.96
£22.65 £27.18
£58.76 £70.51
£87.50 £105.01
£31.99 £44.28
£119.50 £143.40
£21.50 £28.20

TIE DOWNS & TOW STRAPS

Prices from
£48.30 £58.00



ALL BS CERTIFIED IN HIGH-VIS ORANGE COLOUR
25mm wide x 8mtr ratchet tie down
30mm wide x 12mtr ratchet tie down
50mm wide x 5mtr tow strap
50mm wide x 0.25mtr (10") tow strap
(complies with MSA regu)

£9.84 £11.81
£16.40 £22.18
£7.67 £9.20
£4.82 £5.80

X-Folding Wheel Brace

SEE CLEVER NEW FOLD (Patented)
17, 19, 21 & 23mm sockets

£11.91 £14.32



STEERING WHEELS

Prices from
£30.50 £47.40



Natural Carbon
from
£159.50 £191.40

Black spokes, suede rim
Black spokes, black leather rim
Carbon look spokes, suede rim

£39.50 £47.40
£43.50 £52.20
£52.50 £63.00

4 Wheel tyre carrier £24.92 £29.90
4 Wheel tyre carrier, handle & lock £19.00 £47.76

Tyre Carrier, handle & lock
£39.80 £47.76

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

SPECIALISTS IN MKI AND MKII ESCORT SPARES

* We have a massive stock of parts for Capri, Sierra, Cortina, Fiesta and Escorts - all models.

CARS FOR SALE

Escort Mk5 2 door, blue, 1 owner from new, 33,000 miles, mens car	£995
Cortina Mk2 estate. 90% complete. Good project.....	£1495
Fiesta Mk1, shell.....	£295
Sierra Cosworth 3 door, rear 1/4 panels. Used	£100
Anglia 105e rear quarters	£100 each
Anglia 105e roof	£50
Fiesta MK1 roof (no sunroof)	£80
Escort MK3 roof	£100

BRAND NEW ITEMS

Escort MK1 bonnet/wing rubbers.....	£15
Escort MK1 new AVO type 49 inner wings.....	£250 each
Escort MK1 rear chrome bumper	£240
Escort MK1 headlining bars	£40
Escort MKII RS2000 inner wings.....	£250 each
Capri MKIII front and rear bumpers.....	£50 each
RS2000 MK2 new outer headlights	£42 each
RS2000 MK2 new inner headlights.....	£42 each
Escort MK2 quarter bumpers, new, steel	£125 a pair
Escort MK1 quarter bumpers, steel chromed.....	£123 a pair
Escort MKII RS2000 nose cone brackets	£30 per pair
Escort MKII RS2000 rear bumper corner brackets.....	£15 per pair
Escort MK1 rear quarter panels	£550 each
Escort MK1 & MKII full floor pans.....	£550 each
Escort MKII standard rear tubs.....	£140 each
Twin 45 dellortos on pinto manifold.....	£450
Escort MK3/MK4 rear roll cage	£80
6x13 4 spoke revolution wheels x5	£200
Bilstein 260/60 long inserts, New Pair.....	£200
Minilight style wheels 10x13 4 of.....	£395
Sierra Sapphire safety devices. Bolt in cage, as new	£350
2 litre Pinto engines, less sump and carb, from	£100
RS1600i 5-speed gearbox	£100
XR3/XR3i 4-speed + 5-speed gearboxes	£50
5-speed type 9 V6 gearbox	£250
Mk1 + MK2 RS2000 4-speed gearbox	£250
5-speed Type 9 gearbox	£250
1600 Sport gearbox	£100
Mk1 + MK2 Escort standard gearboxes, only	£40
Sierra 2.8 4x4 gearbox + b/housing and lever	£75
1600 single rail gearbox, MKII/III Cortina/Capri	£30
RS2000 alloy engine mounts, New pair	£65
Original RS2000/Mexico exhaust manifolds	£80
4-branch RS2000 exhaust manifolds from	£50
X/flow 4-branch exhaust manifolds from	£40
38 DGAS carbs	£85
Various K+N air filters, from	£20
Various 32 DGV Weber carbs	£50
1600 Sport engine mounts, round rubbers	£50 pr
Std Escort engine mounts, rectangular rubbers	£30 pr
X/flow and Pinto alternators	£20
X/flow inertia starter motors	£20
Pre-engage x/flow + Pinto starter motors	£30
Std MKI + MKII Escort pedal boxes – complete.....	£30
MK2 RS2000 propshafts (2 piece).....	£60
Mk1 and MKII Escort STD props 1+2 piece from	£25
Various MKI + MKII Escort (inc RS2000) axle casings from	£30
4.4 English diff's	£250
4.1 English diff's	£150
3.7 English diff's	£250
3.9+3.89 English diff's	£120
3.54 English diff's	£250
Various Atlas crown wheel+pinions.....	£POA
MkI+MKII Escort 1/2 shafts. Also Atlas 2.8 Capri, Anglia+MKII Cortina	£30 each

NEW ITEMS FOR SALE!!

8" rear brake assemblies	£30 pr
9" rear brake assemblies	£60 pr
MkI and MKII Escort Spax/Bilstein rear shocks	£55 pr
MkI and MKII Escort engine crossmembers	£35
MkI and MKII Escort steering racks	£30
MkII RS2000+1600 Sport anti roll bar (22mm)	£30
Complete brake pipe kits	£POA
Bonnet pull cables	£16 ea
Panhard rod kit	£65
MkI + MKII Escort, bias, pedal box	£230
Escort MK1 headlining bars per set	£40
Lotus Cortina MK1 quarter bumper brackets	£65 per set
MK1 Escort bonnet stay	£15
MK1 Mexico genuine Ford wings	£1500 a pair
Escort MK2 RS2000 washer bottle bracket	£15
Escort MK1 & MK2 RS 2000 Single Piece Prop Shaft	£130
Escort MK1 & 2 compression strut kit	£100
Mk1 Escort Mexico, brand new. Single piece prop shaft	£135
Anti-roll bar locking tabs	£10.95 set
Gaz rear shockers Mk1/2 Escort	£125 pair
Mk2 Escort quick rack	£110
Escort Roller Bearing Top Mounts	£75 ea
Roller Bearing Top Mount Covers	£12.50 pr
Big Gear Box Tunnel	£50
Mk1/2 Steering rack locking tabs	£6 set
Mk1 Bumper bolts, stainless steel	£35 set
5 speed Type 9 alloy mounting blocks	£40 pr
Brake caliper bolt locking tabs	£1.95 ea
Disc bolt locking tabs	£1.25 ea
MkI/MKII NEW fuel filler neck rubbers	£20 ea
Remanufactured MKI RS2000/Mexico steering wheel centres, bargain	£10 ea
RS2000/Mexico clutch forks "Genuine Ford"	£40 ea
MkI Escort door/drop glass	£120 pr
Various decal kits	£POA
4-speed rose jointed quick shift gearlever	£45
5-speed rose jointed quick shift gearlever	£45
5-speed (Type 9) long speedo cables	£16
MkI + MKII RS2000 clutch cables	£16
MkI + MKII RS2000 throttle cables	£16
MkI + MKII handbrake cables	£16
Throttle cables for Twin 40s + 45s	£8 each
Weber + Dellorto twin throttle kits	£50
MkI + MKII Escort new windscreens	£80 ea
Std MKI Escort track rod ends	£15 ea
MkII RS2000 track rod ends	£15 ea
MkI+MKII Escort + Capri, complete with poly brushes	£48 pr
Anti-tramp bar kit MK1 or MK2 Escort	£50 pr
Bolt on double width kits	£37.50 pr
Anti-dive kit	£40
Twin Cam anti-roll bar	£65
Long U-bolts c/w nuts (set of 4)	£15
M16 calipers (exchange)	£45 ea
M16 caliper spacer kits	£32 kit
Princess caliper spacer kits	£32 kit
MkI Escort quarter bumper brackets (set of 4)	£40
H4 halogen headlight kits	£40 pr
2-up 2-down lamp brackets MkI + MKII Escort quick release Alloy	£35 pr
MkI + MKII Escort bonnet pins	£6.50 pr
MkII adjustable in-situ track control arms	£110 pr
Alloy navigator's footrest	£16
Goodridge brakehoose kits	£56
LH + RH MKII Escort rear lenses	£8.00 ea
LH + RH MKII Escort complete rear light units	£16 ea
Straight + oval strut braces	£40

PANELS

Sierra 3 door Cosworth rear quarter panels. Used from	£150 each
Escort MK3, rear quarter panels. Used from	£50 each
Escort MK2 RS2000 bonnet from	£50 each
Escort MK2 boots & bonnet from	£60 each
Mk3 Capri doors from	£30 each
Fiesta Mk1 + Mk2 + Mk 3 doors from	£30 each
Escort Mk3 + Mk4 doors from	£40 each
Sierra doors from	£30 each
Fiesta Mk1 + Mk2 +Mk 3 bonnets from	£30 each
Escort MK3 + MK4 bonnets from	£30 each
Sierra bonnets/tailgates from	£30 each
Escort Mk3 + Mk4 tailgate from	£40 each
Fiesta Mk1 + Mk2 + Mk3 tailgate from	£40 each
Escort MKI boot & bonnets from	£60 each
MkI and MKII Escort Std anti roll bar brackets	£15 pr
MkII RS2000 6" x 13" 4-spoke alloys from	from £35 each
Various Capri Laser 6 x 13 alloy wheels	from £25 each
2.8 Capri Special 7-spoke alloys	from £25 each
XR3 5 1/2 x 14 Clover Leaf style alloys	from £25 each
XR3i 5 1/2 x 14 dog leg alloys	from £25 each
RS Turbo 6 x 15 dog leg alloys	from £25 each
MkI RS2000/MkII Mexico 5 1/2 x 13 steel wheels	£30 each
1pr 2.8 Capri Bilstein struts with vents/calipers etc	£300 pair
MkII 1600 Sport struts/brakes etc	£100 pair
MkI Escort 6 dial instruments 7000/110mph	£150
MkII Escort Sport/Ghia instruments	£60

NEW FIBREGLASS ITEMS

MKI Escort front spoiler	£37.50
MKI Escort Mexico arch lips	£35 pr
MKI Escort bubble arches	£90 set
MKI Escort forest arches	£90 set
MKI Escort tarmac arches	£90 set
MKI Mexico style front spoilers	£45
MKI + MKII Escort 1/4 bumpers	£45 pr
MKI boot spoilers	£35
MKI boot c/w spoiler	£90 each
MKI + MKII Escort H/Duty bonnets	£90 each
MKI + MKII Escort back bumpers	£40 each

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THIS ISSUE

Out and about with our band of classic Blue Oval-loving writers, photographers and illustrators.

ADE BRANNAN

STAFF WRITER



Ade and Jamie got the inside story on the Hoonigan Mk2 from Ken Block this issue. Here's the obligatory super-fan shot! Page 22.



JON HILL

CONTRIBUTOR



As well as building race engines, the Millingtons also like to muck about with Harrier jump jets. They couldn't get Jon out... Page 34.



MARC STRETTON

CONTRIBUTOR



Marc's always going round in circles, so Steve Kite's oval-track Anglia was right up his street. See more on page 108.



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www.classicfordmag.co.uk



Welcome

The latest Hoonigan incarnation of Ken Block's Mk2 Escort has really taken the internet by storm. However, for classic Ford fans, what's even more impressive than its sideways-style Gymkhana antics is the technical tour-de-force going on under that carbon and Kevlar-panelled bodywork, so we've pointed our DSLRs into the darkest corners of its undercarriage to bring you the full lowdown on the build, that despite all the social media hype, has some very credible, WRC-style thinking behind it.

If Block's classic Ford is a little too out there for you, then come back down to Earth with the trio of Crossflow-powered cars we've featured this issue. An engine that so many of us cut our teeth on — and continue to do so — the legendary Kent motor still has a huge worldwide following thanks to its simplicity, easy tuneability and boundless availability of parts. Pushrod performance at its finest!

Enjoy the mag.



Next issue on-sale from January 29.
Subscribe now and never miss an issue! See page 106.

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**SEE PAGE
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ON THE COVER

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No.1 FORD MAG!

OVAL RACER! HOT ROD 10SE / MK2 GRANADA / RARE RESTO

CRACKING CROSSFLOWS!

KEN BLOCK'S MK2 ESCORT

WRC-style suspension, 330 hp 2.5-litre engine, Rocket Bunny bodywork

INSIDE: MK1 FIESTA EVENT / TRANSIT AND KA BUILD IDEAS / RETRO RIDES AT SHELSLEY / CARS AND PROJECTS FOR SALE

BUILD IT X-PACK / PANHARD ROD KIT / LOWERED FIESTA / TIPS & TRICKS

February 2016

classicFord

February 2016

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classicFord Grafters

Some individuals take their classic Ford building very seriously indeed, so much so that they practically become regulars in the pages of this very publication! Ali McMillan almost certainly counts as a fully paid up Classic Ford veteran, the Scot now able to proudly claim to have built two feature cars and to have now appeared in two Grafters features. Many of his previous Blue Oval efforts have involved Capris and various V8 engines, though it should be noted that Jaguar and Daimler restoration make up the bread and butter of his everyday business, and it was therefore only a matter of time before the two were introduced to each other in some shape or form. The specific nature of the build should be fairly evident from the images here, with Ali having opted to take a 2.8i (with a shockingly fitted X-pack bodykit) and to fit it with the 4-litre, all-alloy V8 found in Daimlers and Jaguars throughout the '90s and into the early part of the last decade. That's a recipe that we like the sound of and one that we thought warranted further investigation, so we headed to MJ Racing to see how the car is taking shape.

Name: Ali McMillan
Age: 48
Job: Owner of MJ Racing
Location: Motherwell



BIG CAT DIARIES

Your projects: Ali McMillan's awesome Capris have graced these pages before, though his latest project – powered by a supercharged, all-alloy V8 – could be the most exciting yet!

Words Jamie Arkle **Photos** Adrian Brannan

your projects: capri v8

Car: 1983 2.8i Capri

Start condition: Restored rolling shell

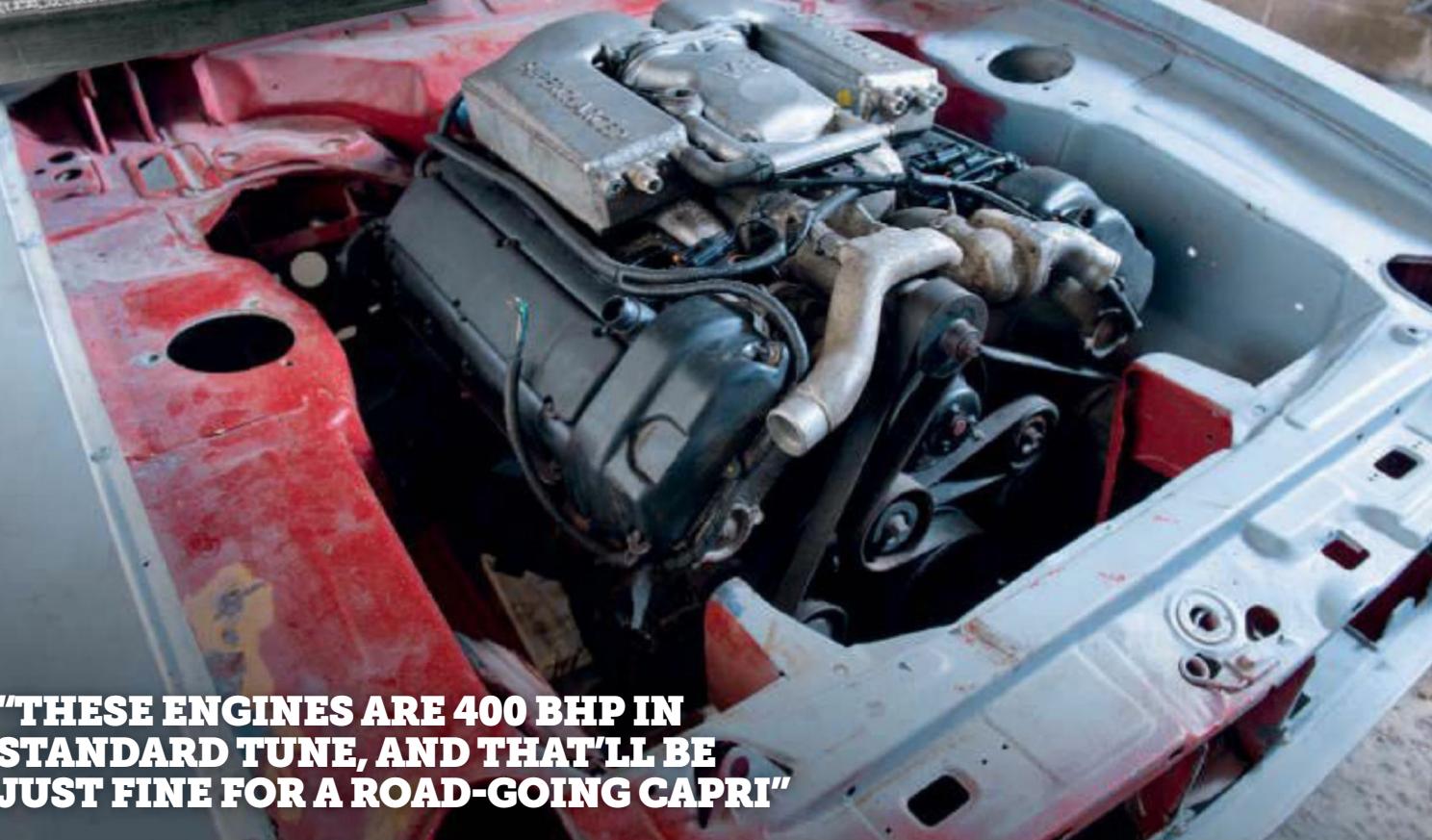
Condition now: Partially stripped with engine and transmission trial-fitted, X-pack kit on and rear arches tubbed

Time taken so far: About a year

Estimated date of completion:
Towards the end of 2016



"MANY OF ALI'S PREVIOUS PROJECTS HAVE INVOLVED CAPRIS AND V8 ENGINES, BUT THIS ONE TAKES THINGS TO A WHOLE NEW LEVEL"



"THESE ENGINES ARE 400 BHP IN STANDARD TUNE, AND THAT'LL BE JUST FINE FOR A ROAD-GOING CAPRI"



Battery tray and chassis rails need tweaking to clear the new manifolds.



Engine fits a treat, and being all-alloy is a fair bit lighter than the Cologne.



BBS E30 rims fill those X-Pack arches rather nicely, don't you think?

You've built plenty of Capris over the years, including an orange 3.0S, so why another one?

Can you ever have too many Capris? Well, I sold the orange Mk3 a few years ago and have regretted it ever since, so there was always a vague plan to build another one at some point — it was just a case of waiting for the right car to turn up.

How did this particular car come into your possession?

It was in very similar circumstances to most of my projects — I'd had a few too many and was browsing the classifieds! It was the usual case of deciding that, yes I do need one of those, and just getting carried away. Before I knew it, we were

heading down to collect it and bring it up to the workshop.

What condition was the car in when you bought it?

It was a solid rolling shell that'd been restored a few years ago, so bodywork-wise it was pretty much good to go. The only real issue was that the previous owner fitted an X-pack onto the car but had done it in such a way that it was almost impossible to fix. We spent a long, long time taking it off and refitting it to the car, tubbing the rear arches along the way. At this point in time I was fairly sure it was going to be restored back to standard, complete with a 2.8 Cologne, but things went slightly awry soon afterwards.



Aston Martin manifolds release 50 bhp.



Rear arches now tubbed to house 17s.

Was that when the decision to fit a 32-valve V8 was made?

About then, yes. It made a lot of sense as the engines are relatively modern, are all alloy so weigh less than an Essex V6 and I've access to a huge supply of them and all the bits needed to make them work. They're 400 bhp in standard tune and I've since hunted out some Aston Martin Vantage headers to fit and an upgraded pulley for the standard Eaton supercharger, both of which should net me roughly 50 bhp each. I'm hoping to end up with a 500 bhp engine that's basically in standard fettle, and that'll be just fine for a road-going Capri.

How tricky do you anticipate fitting the engine will be?

It's already been trial-fitted and doesn't seem too bad — there's a huge amount of space under the bonnet of a Capri, remember. I've used custom brackets to mount the engine and have only had to cut about a quarter of an inch out of the chassis rails on either side, though I suspect that actually getting the Aston Martin manifolds to sit properly might be a little bit trickier. I've also had to cut away the battery tray for a little extra space. It's all coming together.

What transmission set-up are you planning on using?

I've yet to decide on the exact gearbox I'll use, but it'll either be the Getrag five-speed found in Jaguars from the



The interior's a blank canvas at the moment, but Ali plans to keep it factory-looking with a complete set of trim from a 2.8i.

same era, or the six-speed from a BMW E36 3.2 Evo. Both should be strong enough for the job and I've got examples of both here to try out beforehand. This isn't a project that's taking precedence over other MJ Racing work, rather a slow build that we crack on with during our downtime.

How about the rear end?

That'll eventually have a semi-floating Scimitar 4HA axle fitted with Jaguar internals, an arrangement which shouldn't have any trouble dealing with the power. I'm also going to keep the standard Capri leaf suspension set-up as this will be fast road car, not a racer. Brakes will be uprated to suit the power, but I still want it to be useable and enjoyable on the road.

The rear sounds pretty old school, will the front be any different?

The front will be a bit more sophisticated, probably based around a two-wheel drive Sierra Cosworth set-up, with coilovers, compression struts and bladed anti-roll bars. I want it to be fun to drive, but not too hardcore and uncompromising for the road. Brakes will be 355 mm discs and six-pot calipers, all squeezed behind genuine 10x17 inch BBS E50 split-rims, hence the need to tub the rear end early on in the build.

What will the car eventually look like when it's completed?

I'm aiming to make it fairly subtle, as subtle as an X-pack kitted Capri can be, so it'll have gloss white paint with the complete set of trims, fixtures and fittings, black bumpers, and possibly an Injection or an S decal along either side. Ideally, no-one will be able to guess that it's got anything more potent than a regular 2.8 under the bonnet.

And the interior?

More of the same, a complete 2.8i interior with no cage and the bare minimum of aftermarket additions. Just as Ford intended!



Boxes for the four-link set-up will be hidden away under the rear bench.



Four-linked Scimitar axle is more than man enough to cope with 500 bhp.



X-Pack bodykit needed carefully removing and refitting to get the look bob-on.

FRONTEND

YOUR EYE ON THE WORLDWIDE CLASSIC FORD SCENE



THE INTERNATIONAL
FORDSHOW

FordFest

ClassicFordShow

**mountune
ford fair**

YOUR SUMMER. SORTED!

You'd be mad to leave your classic Ford at home in 2016 with this line-up of top-notch shows and events.

No-one likes winter, right? Well the good news is, there's only a couple of months until it's warm enough to think about stepping foot outside, and if you need something to look forward to, there's a whole line-up of high-quality Classic Ford-supported events to keep you going right through the show season.

The end of April sees the launch of a brand-new indoor event, The International Ford Show, at Sandown Park in Esher, Surrey, the halls of which will be rammed with show-quality Fords of all ages for you to get up close and personal with. It'll also be the perfect place to pick up new goodies for your project, and learn how to get the most out of them with live demos.

Just over a month later we're back at the legendary Santa Pod Raceway for the Classic Ford Show – perhaps the finest old Ford event in Europe, with an action-packed day of excitement based around the infamous

quarter-mile drag strip, and our own Great Unveiling, where five never-seen-before projects will be revealed.

Want something bigger? How about Ford Fair at Silverstone Circuit in August – far and away the largest gathering of Fords outside of the USA, and an event that pulls in some of the finest of Ford's heritage thanks to the Classic Zone.

Then we're back at Santa Pod for FordFest. This may be a new kid on the show block, but last year's inaugural event was such a success that it placed itself firmly on the must-attend list, with new and old Fords battling it out for strip dominance on the quarter-mile.

Plus there's another brand-new event we'll be announcing soon – keep your eyes peeled for more details in the March 2016 issue, out January 29!

Discounted entry tickets for all of these events are available from the show websites now, so get your orders in, it's going to be a busy year.

WHEN, WHERE AND HOW

The International Ford Show

April 30-May 1, Sandown Park,
www.theinternationalfordshow.com

Classic Ford Show

June 5, Santa Pod Raceway
www.classicfordshow.co.uk

Ford Fair

August 7, Silverstone Circuit
www.fordfair.co.uk

FordFest

September 18, Santa Pod
www.fordfestshow.co.uk



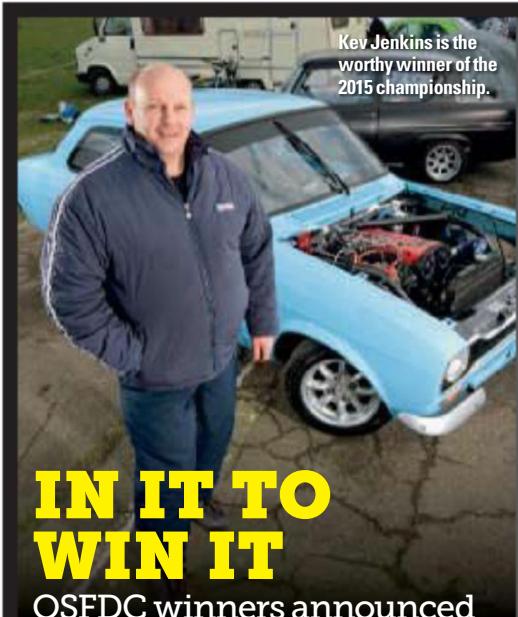
COCKING A WHEEL

Belgian, Freddy van Sprundel throws his beautifully-prepared, BDA-powered Mk1 Escort hard into a corner at the recent Westfalen Trophy for historic race

cars, which takes place annually at the legendary Nürburgring circuit.

Photo Jeannot Boesen

THE BIG
PICTURE



IN IT TO WIN IT

OSFDC winners announced

With the whiff of burning rubber still in their nostrils, Old Skool Ford Drag Challenge competitors gathered together for their annual Prize Giving Ceremony last month. A very respectable 40 entrants battled through seven rounds at Santa Pod Raceway on a mission to claim the coveted top spot, the shiny first place trophy and, of course, this year's £300 cheque, which went to Kev Jenkins (above) and his 2-litre turbo Mk1 Escort.

2015 brought a host of new entrants eager to be a part of what has become a well-respected

OSFDC: THE TOP THREE

1st	Kev Jenkins	Mk1 Escort (£300 prize money)
2nd	Rob White	Mk3 Capri (£150 prize money)
3rd	Glenn Jefferson	Mk1 Escort (£50 prize money)

THE 2016 DATES

Round 1	April 9-10	The Fast Show
Round 2	May 7-8	Central RS Day
Round 3	June 4-5	Classic Ford Show
Round 4	July 2-3	Retro Show
Round 5	Aug 20-21	Saturday Night Special/RWYB
Round 6	Sept 3-4	VW Action
Round 7	Sept 17-18	FordFest

and supported classic Ford drag challenge as well as plenty of regulars who have been a part of the fun for many years.

The unique handicap system allows a standard 1100 to compete equally against a heavily modified 2-litre leaving it all down to the driver to launch off the start line with lightning speed in a bid to achieve the fastest reaction time.

For more information on how it all works and to enter the 2016 season, check out the OSFDC section on the club website: www.oldskooldford.co.uk.

RUSTY CORNER

Terminally-rotten old Fords

This issue's rotten Blue Oval comes courtesy of Bruno Texier, who spotted this now sadly fairly rare, Mk1 Escort four-door while out walking in the Dordogne in south-western France.

It's been robbed of some of its trim, and the rear arches have clearly seen better days, but this one looks more than saveable.

Let's hope it returns to the périphérique soon and shows those Citroëns pesky a thing or two.

Spotted an unloved Ford? Email photos and details to classicford.ed@kelsey.co.uk or write to us at the address on page 5.



My eyes! My eyes!



Shell shock: naked Mk2 awaits its paint.



Shell Seekers

It's been talked about as a 'what if' for as long as we can remember, but now, finally, it looks like someone has bitten the bullet and commissioned a run of new Escort bodyshells.

Martin Higgins of Higgins Car Dismantlers based in Coleraine, Northern Ireland is importing a limited batch of reproduction Mk2 two-door shells

produced in China. They come complete with doors, bonnet and bootlid—and with RS-style strengthening plates already fitted, and are just the job for that terminally-rotten resto project or destroyed rally car.

The asking price for the complete body shell is £7000. Contact Higgins Car Dismantlers on 02870 868814.

'NEW' CORTINA UNEARTHED

This doesn't happen very often! Paul West from Cambridge Classic Cars has unearthed a Mk1 Cortina 1500 Deluxe that's never seen the road.

"The car rolled off the production line in May 1964 as an auto in Ambassador Blue with a blue cloth interior and was delivered to a dealership in St Albans," explains Paul. "It was purchased for an overseas customer who never took delivery, so it was put into storage until last year when I was able to purchase the car. It has some very minor storage marks, but nothing that takes the newness away from this vehicle."

The asking price? A cool £25K. Contact Paul on 01223 881517.



Where to go in February

Race Retro

When: Friday to Sunday, February 26-28

Where: Stoneleigh Park, Coventry CV8 2LZ, UK

What's going on: The annual Race Retro event at Stoneleigh mixes the best that the European historic motorsport scene has to offer with both static and live action displays of frankly awesome classic race and rally cars, with plenty of Fords in the mix. The Silverstone Auctions sale on the Saturday already has a great line-up of classic Fords on offer, but even if you're not planning on buying a car, bring some cash anyway, as the autojumble is always a great place for picking up a few rare spares.

Find out more: www.raceretro.com

Looking for our events listings? Turn to page 66. For a full 2016 events guide, go to www.classicfordmag.co.uk

COMING UP

What's inside the March 2016 issue?

More and more throttle body set-ups are being fitted to classic Fords than ever before, and with this in mind the March issue is dedicated to modern induction — what you need, what you can get from it, and if original appearance is an issue, how to make them look old-school.

Also in the March issue we'll show you the basics of rebuilding a Type-9 five-speed gearbox, let you know what to look for when buying a Mk4 Escort — a great entry into the world of classic Ford ownership for those of us on a budget — and bring the possibly the world's most outrageous Anglia Estate.

The March 2016 issue hits the newsstands and is available to download from Friday, January 29.

ON SALE
January 29!



Check out this Cortina in the March issue.

Why not subscribe to make sure you don't miss out? Check out our latest subscription offers on page 106.

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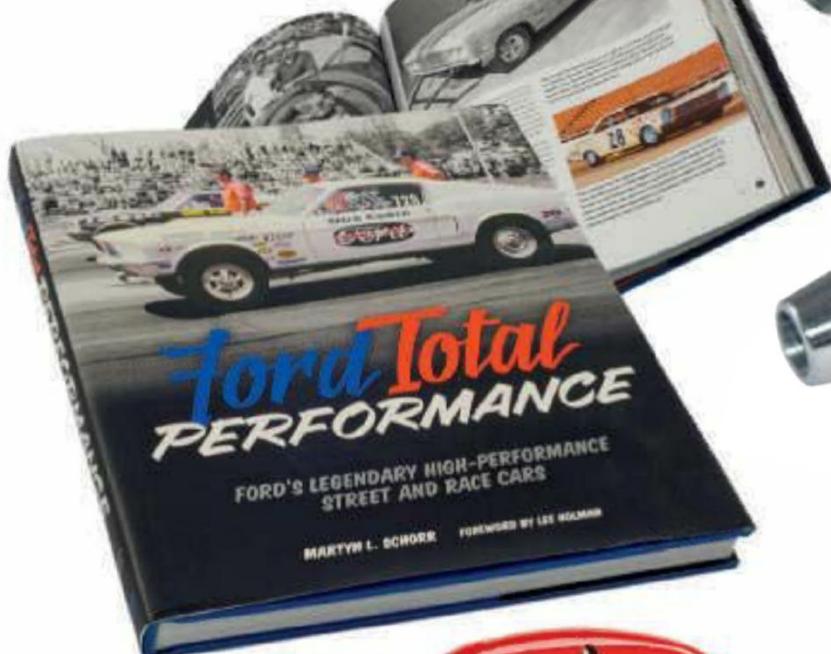
FORD TOTAL PERFORMANCE BOOK

£30 Motorbooks

If your interest in the Blue Oval extends across The Pond, then this new book will be right up your street. Ford Total Performance is 208 pages of Ford race and street car history from the 1920s four-cylinders, 1930s-1940s Flatheads, 1950s Y-blocks, 1960s to 1971 big-blocks and Bosses, Shelbys, Sunbeam Tiger, AC and Shelby Cobras and GT40s, plus there's also Stateside coverage of Cosworth F1, and the Lotus Cortina, a look inside SVA and Kar Kraft, too. With lots of period photos, it's an easy and entertaining read.

Contact: 020 7284 9300

www.quartoknows.com



TYPE-9 FIVE-SPEED LONG FIRST GEAR

£250 Burton Power

This partial gearkit is designed to lower the ratio of the four-cylinder version of the Type-9 five-speed gearbox's first gear from a short 3.65:1 to a much more useable 2.98:1. The kit includes a brand new mainshaft first gear and a used layshaft cluster that has been modified and fitted with a new first gear. The remaining gears do not require replacing. Each kit is supplied on an outright basis with no surcharge or return of original required.

Contact: 020 8518 9127

www.burtonpower.com



8 MM GAUGE ADAPTOR

£13.50 Webcon

If you need to check the fuel pressure on your carb or EFi system and don't have a suitable gauge take off, then Webcon has the answer. This new universal pressure gauge adaptor fits into the fuel line thus allowing a pressure gauge to be fitted. The adaptor is manufactured from billet aluminium and is supplied with a brass plug so that the gauge can be removed after checking. The thread size is 1/8 NPT and the unions are 8 mm. Webcon can also supply gauges to suit.

Contact: 01932 787100

www.webcon.co.uk

CLARKE GENERATORS

From £275.98 Machine Mart

No power in your lock-up? One of these Inverter Generators from Clarke should do the job, providing a ready source of electrical power that delivers up to 2.2kW output, and using Pure Sine Wave Technology which controls the electrical output being generated in order to ensure clean stable power delivery. All models come housed in stylish cases and the added benefit of maximum noise level reduction through the tough exteriors. With fuel tanks up to 7-litres, the generators have a running time at three-quarter load of up to 7 hours.

Contact: 0115 9565555

www.machinemart.co.uk

OMEX DCOE-FLANGE THROTTLE BODIES**£1072.80 (kit) Omex Technology Systems**

Omex has released its own in-house designed and manufactured DCOE/DHLA manifold-compatible, individual throttle bodies (ITBs). The bodies feature a two-step wall thickness design, billet aluminium machined levers and linkages, large volume one-piece aluminium fuel rail, and stainless steel fittings and adjusters. The throttle bodies can be bought as part of a kit which includes inlet manifold, the bodies, fuel rail, air horns, throttle position sensor and throttle linkage.

Contact: 01242 26065**www.omextechnology.com****MOTAMEC STEERING WHEELS****£64.99 Motorsport Tools**

Looking for a competition-spec steering wheel for your classic Ford? The Motamec three-spoke, dished range comes with black leather or suede rims (the latter also available in blue or red), are 350 mm diameter with a 3 inch dish, and come complete with a centre horn button and alloy surround (which can be removed if required). The wheels feature the popular six-hole, 70 mm PCD so will fit OMP, MOMO, Sparco, and Mountney steering bosses, which Motorsport Tools can also supply.

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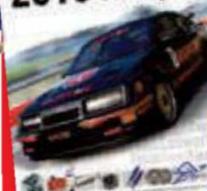
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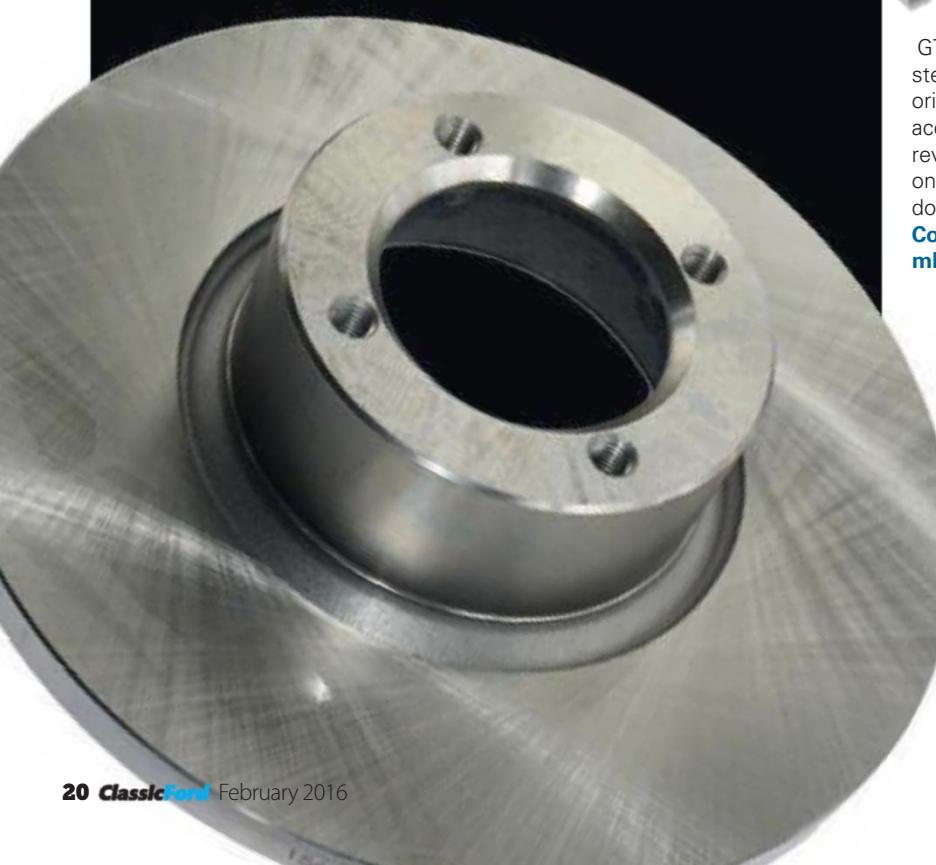
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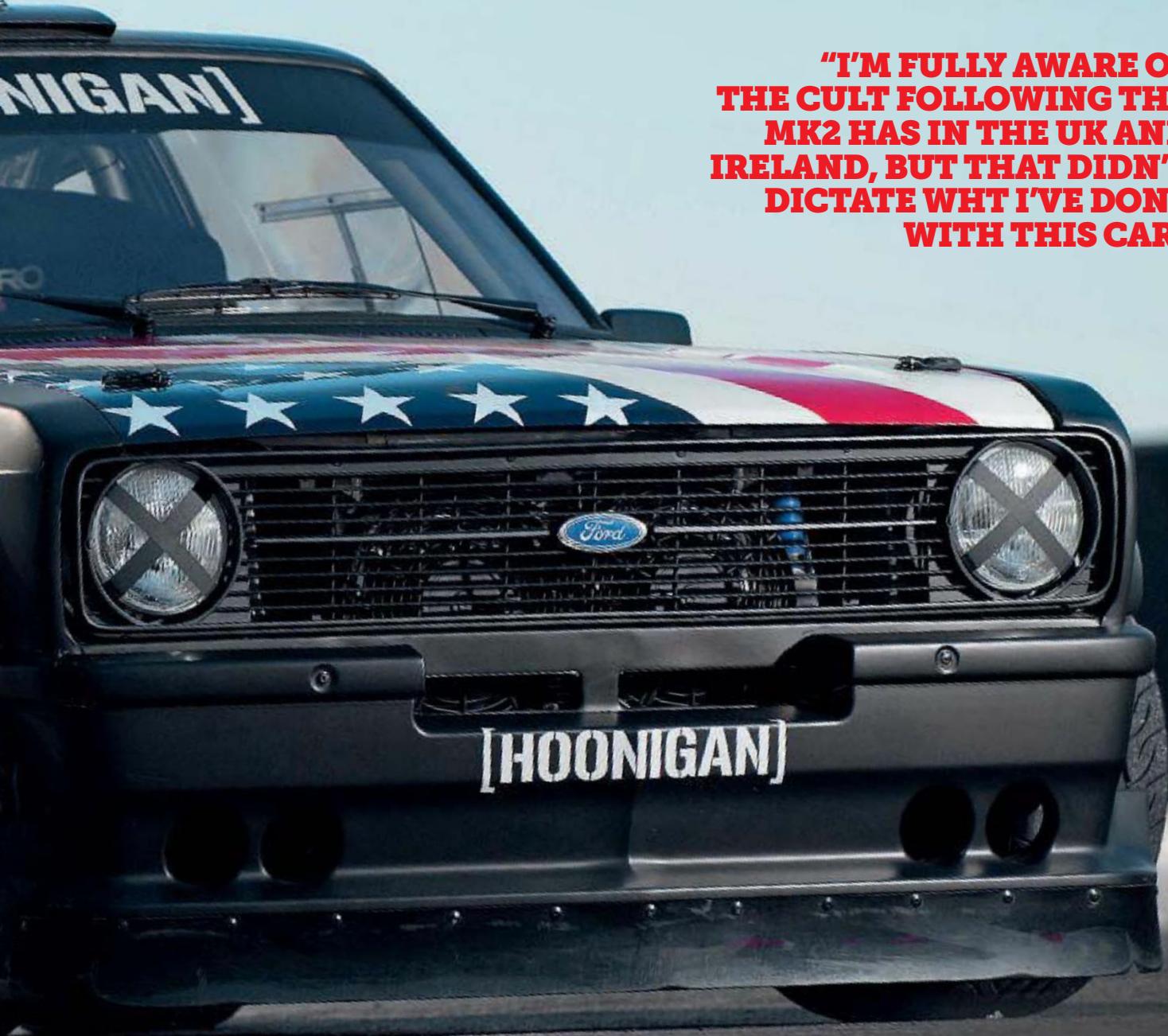


Words Jamie Arkle Photos Adrian Brannan, Ron Zaras

BLOCK'S ROCKING BEATS

With radical revisions under and above the skin, Ken Block's Mk2 recently jumped to the head of the Hoonigan fleet. We went to Santa Pod to get to grips with one of the wildest NA cars we've ever seen.

"I'M FULLY AWARE OF THE CULT FOLLOWING THE MK2 HAS IN THE UK AND IRELAND, BUT THAT DIDN'T DICTATE WHAT I'VE DONE WITH THIS CAR"



It's hard to think of a contrast more acute than the one before me right now. Santa Pod Raceway in winter is normally bleak, windswept and decidedly unwelcoming, and yet today, just this once, it's been lent a warm and friendly air thanks to the presence of a DC Shoe-clad Californian with a reputation for doing amazing things behind the wheel. Ken Block manages to make the Pod seem like the place to be, even when the wind is doing its damnedest to blow the motley assortment of gazebos to the ground, and it's clear from the moment I meet him that he's an honest, down-to-earth petrolhead.

Block's public profile has risen massively over the course of the last few years and it's no exaggeration to say that he's now a true social media megastar, a brand and something of a 21st century motorsport icon, and it's all down to the success of his Gymkhana video series.

Now we're not going to beat about the bush, we're here because of Block's latest Gymkhana toy — his Mk2 Escort now with comically-wide wheels and arches, a barking exhaust note, suspension that'd make a WRC driver green with envy and power from one of the mightiest of Millington Diamonds. All manner of extreme Mk2s have graced these pages over the years and many have boasted extravagantly wide arches and aggressive front end treatments, but they all pale into insignificance when compared to Block's car.

What we have here is a cartoon of an Escort made metal, the kind of thing a teenager would draw if you handed him a pen just after watching some old footage of the Monte Escorts from the early '80s, and boy is it a treat.

It's slightly strange talking to Ken about both his car and Escorts in general, mainly because despite the Blue Oval badging, the Mk2 Escort is, despite the origins of Ford itself, a resolutely

British car. It calls to mind Dagenham, classic Welsh forest stages and barking BDGs, and hearing an American talk about it with such knowledge and passion takes a fair bit of getting used to. That said it's abundantly clear that Block's love for these cars easily equals our own, that much is obvious within minutes of meeting him, but then again this is no regular Mk2.

"Ha, yes, I am fully aware of the almost cult-like following the car has in the UK and Ireland. However, that following didn't dictate what I've done with the car, I've built it 100 per cent for my own tastes and I think that it aligns well with the rest of the cars in my garage."

The long game

This car might only recently have broken cover, but it's actually been owned by Ken for a number of years — a fact that highlights just how seriously this man takes his rallying. What →



"IT'S SOPHISTICATED ENOUGH TO GIVE FOUR-WHEEL-DRIVE CARS A RUN FOR THEIR MONEY ON SEALED SURFACES"

started out as a Tarmac car has changed out of all recognition and can now stake a claim to being among the most extreme, naturally-aspirated Mk2s out there. Look under that carbon fibre bonnet and you'll be greeted by the familiar sight of a Series Two Millington Diamond, a motor that's become the engine of choice for those seeking to build the ultimate NA Escorts and one that's perfectly suited to Block's car. The guys at Millington first worked on Ken's Mk2 back in 2012, the car coming to

them with an older 2.4 in-situ. Julian Millington gave us more information:

"We agreed to buy back the old 2.4 in exchange for the guys at Hoonigan buying a 2.5 — one of our top-level engines, the kind found in various Irish Tarmac Escorts," he explains. "It has all the aspects that our engines have come to be known for; one of our own crank designs, a custom bore and forged pistons, Pectel management, Bremax loom, and roller-barrel throttle bodies with the injectors integrated into the head."

Julian goes onto explain that the whole assembly was stripped and rebuilt once again, the team at Millington hoping to extract a wider torque band thanks to careful (and highly specialised) modifications to the head and block. This means that the engine in this car is among the best examples of the Millington breed.

Independent spirit

There's a whole lot more to this car than the Diamond though, with vast areas of it having



Long-travel independent rear based around a 9 inch Motorsport diff.



ALL CHANGE

HOW THE ESCORT HAS EVOLVED



Evo One: Bought ready-built as a Tarmac-spec car in 2008 with a 2.4 and six-speed sequential, Block had BGM Sport convert the Mk2 from right to left-hand-drive before it was shipped over to the US, where the DC Shoes livery was added.



Evo Two: The desire to go gravel rallying saw the suspension switched for a Pro-Flex set-up. Even so, Vaughan Gittin Jr used the Mk2, now with Hoonigan/Monster Energy livery, in the 2009 Gymkhana GRID final at Irwindale Speedway in California.



Evo Three: With IRS suspension, a new engine and Rocket Bunny arches and Hoonigan livery, the Escort is reborn as a bona fide Gymkhana contender, taking part in the 2015 GRID final at Santa Pod with pro drifter, Ryan Tuerck behind the wheel.



Carbon RS spoiler has been extended with a Kevlar lip.



Huge rear tubs were needed to house the 17 inch rims.



been rebuilt and re-engineered over the last eight years. A look under that widened rear end will reveal an independent rear suspension set-up, fully adjustable, beautifully put together and sophisticated enough to give four-wheel-drive cars a run for their money on sealed surfaces. It's one of those things that makes you realise just how far modern competition Escorts have come and how potent they can be. Though the building blocks of this car were laid down many years ago by BGM Sport, credit for its latest incarnation and that rear end set-up most go to Graham Quick of Quick Motorsport.

"Ken came to me raving about an amazingly quick Mk2 he'd seen beating everything over in Ireland and it turned out to be Phil Collins' one — a car I built and developed the rear suspension for," explains Graham. "Before long we'd agreed that I'd rebuild his car, develop and fit a similar set-up and lighten and strengthen the shell, though it's probably worth pointing out that this happened back in 2010, long before the Gymkhana videos became a big deal."



HOONIGAN ESCORT

The Mk2 was swiftly crated up and shipped to Quick Motorsport where Graham wasted no time in pulling it apart to assess its condition in detail. Various forestry excursions and encounters with the scenery had left the shell looking a little worse for wear in places, and it became clear that a fair amount of work would be needed if it was to ever approach the level of Phil's class-leading machine. A fully triangulated T45 roll cage was drawn up, built and fitted, with the rear arms reaching and bolting to the rear top mounts for extra strength and rigidity.

"It came to us fitted with a traditional Atlas axle, known to struggle with power over 300 bhp or so and not exactly the last word in rallying Escort technology nowadays. Ken made it clear that he wanted a car that could handle the rigours associated with Gymkhana events on grippy Tarmac, so strength really was the order of the day."

The independent rear suspension that Graham developed several years ago has proved its worth countless times over and in all conditions, with one



Rocket Bunny arches and front lip are by far the most controversial part of the Escort's rebirth, but you can see elements of the original X-Pack/Zakspeed kit in there. It's the only Mk2 wearing these Fifteen52 rims — for now.



**"THIS CAR WON'T PLEASE EVERYONE,
BUT WE'RE VERY GLAD IT EXISTS"**

FIVE EASY PIECES

KEN BLOCK ON THE HOONIGAN MK2

You've had this car for a number of years now, what inspired you to buy a Mk2 in the first place?

"I've always had a soft spot for Escorts and early on in my rally career when I wanted to play around with a fun toy to learn rear

wheel-drive rallying, an Escort was the only logical choice."

How did the car start out?

"It started out as a Tarmac-spec Mk2. I then had it reworked to be able to run on gravel, but we kept breaking parts. So I made the choice to build it up into a WRC-spec Tarmac build that we then focused towards doing Gymkhana."

Are there any specific cars that inspired you in relation to this build?

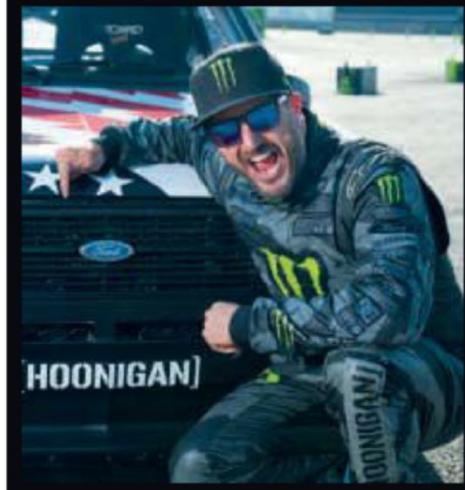
"We drew some inspiration from the current WRC Fiesta, especially when it came to the fender cuts."

Did it all go to plan?

"The most challenging part was actually deciding upon the livery. The build itself was way easier!"

What's been the reaction from fans so far?

"People absolutely love this car. Which makes it a win-win for me since I love it as well!"



highlight undoubtedly being the time that Phil managed to beat Colin McRae's similarly-equipped car over a tricky Irish tarmac stage, so it's fair to say it's well regarded in the rallying community. Graham's swift to point out that the key to its success, other than the fact that its independent layout is light years ahead of the standard solid beam, is the amount of travel built into the system. 200 mm of wheel travel ensures that the tyres are seldom off the ground and that component stress is kept to a minimum. This, when combined with a Ford Motorsport 9 inch diff, the coil-overs and numerous other examples of high-end suspension kit, results in a competitive and consistently reliable arrangement.

Quick Motorsport's work on this Escort stretches further than the suspension and chassis though, with the steering set-up also having benefited from Graham's decades of experience. The electric power steering is a case in point, and while EPAS isn't exactly a new development in the world of rallying Mk2s, the kit developed and sold by Graham is rather more sophisticated.

"Ours is clever as it can be adjusted to fade out or even shut down entirely at high speed, say above 70 mph," explains Graham. "Over that and PAS just becomes a hinderance, it makes the car twitchy and skittish and that's precisely what you don't want on a tight stage."

Rocket shipped

This is all very well and good, but we've yet to discuss the most obvious and perhaps divisive feature of Block's car — that Rocket Bunny kit. Kei Miura's Rocket Bunny offerings are seldom anything less than extreme, and over the last half decade or so he's drawn on motorsport for influence to create some of the wildest bodykits the world has ever seen. Subtle and understated? Not exactly. Do they work on the slab-sided Mk2 Escort? We'll leave it up to you to decide that for yourself, but they are a massive departure from the more common forest or Tarmac arches and lend Block's car a uniquely aggressive look.

"We didn't initially know who'd make the bodywork for the car," recalls Ken, "but then Rocket Bunny started to blow up in the tuning world and we had a contact there, so we →

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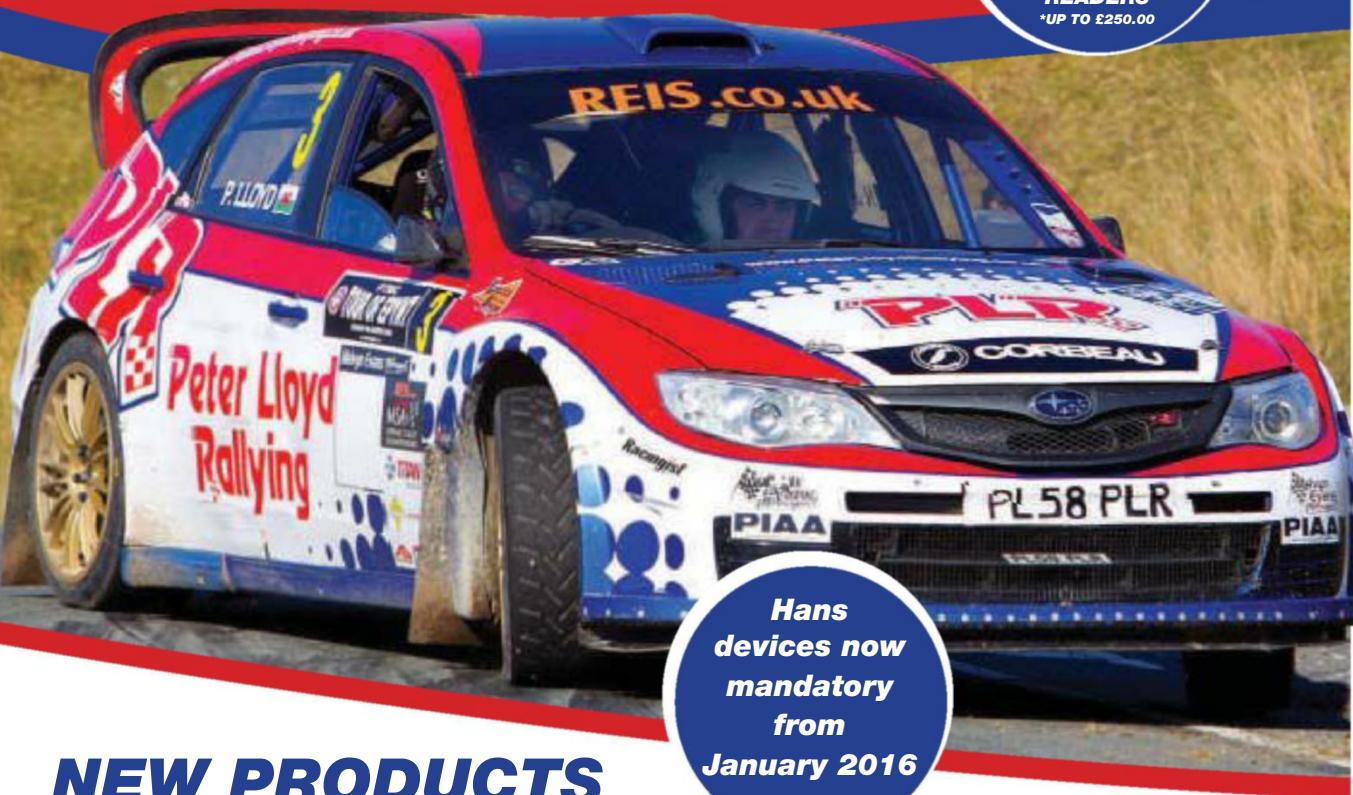
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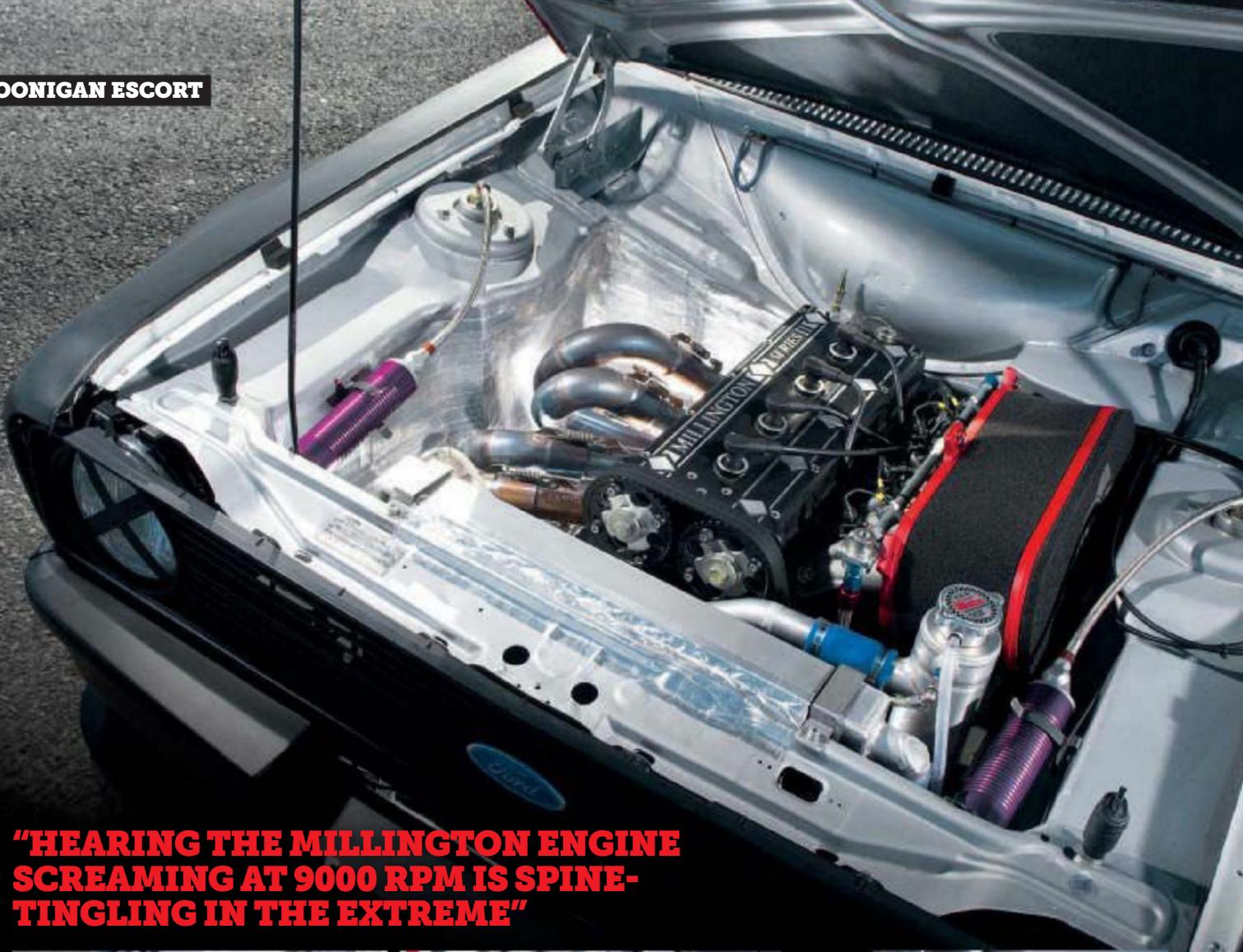
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HOONIGAN ESCORT



"HEARING THE MILLINGTON ENGINE SCREAMING AT 9000 RPM IS SPINE-TINGLING IN THE EXTREME"



Remote damper reservoirs improve unsprung weight.



2.5-litre Diamond was specced especially for the build.



Quick Motorsport linked the T45 cage to the suspension.

WHAT'S NEXT?

Block's revamped Mk2 still very much a new car, fresh from its inaugural event at Santa Pod. As such it's a work-in-progress, albeit one with a very solid and reliable base of mechanicals and a proven drivetrain. The very fact that it's been redesigned from the wheels up as a Hoonigan weapon means that it should more than cope with the stresses associated with going sideways on Tarmac for extended periods of time, and the 2.5 Millington lumps are well known for their strength and ability to handle prolonged exposure to high revs.

For now Block plans to take time to really get to grips with his newly rebuilt toy with as much seat time as he can manage, all to prepare himself for 2016's packed schedule of Gymkhana GRID and drift events.



reached out and they were down to take on the project. As of right now, it's a one-off and we think it looks fantastic."

From there to here

When all's said and done this is an Escort quite unlike any other. Yes some of the things we've come to associate with top-drawer Group 4 Escorts are present and correct, the Millington and the Quick Motorsport rear end for example, but others are totally alien and distinctly American in flavour. Take those Fifteen52 wheels for example, an alloy that we very much doubt has ever been fitted to a Mk2 before but which strangely works when set against the black paint, extreme kit and the US-inspired livery. It isn't a car that will please everyone and we doubt whether the vasty majority of Block's American fan base will have the faintest idea what it actually is, but we're very glad it exists.

Hearing that Millington screaming at the upper reaches of the rev range at 9000 rpm, is spine tingling in the extreme. It's a distinctly American take on a very British car, and that's no bad thing. 

Tech Spec

Body

1978 Mk2 Escort in Hoonigan livery, custom Rocket Bunny bodykit comprising arches and front lip, carbon fibre bonnet, boot and trims, Kevlar boot spoiler lip, chassis extensively modified by Quick Motorsport for extra strength and reduced weight, polycarbonate windows, lightweight heated windscreens, steel underbody protection

Engine

Series Two Millington Diamond 2.5-litre 16-valve with forged pistons and rods, custom Millington crank, dry sump with integrated main bearing caps, specially modified head, Jenvey roller barrel throttle bodies integrated to head, sequential injection with Peco 480cc injectors, direct-to-follower valve actuation, Pectel SQ6 management and Bremax wiring loom, Simpson exhaust manifold and stainless steel system.

Power: 333 bhp and 245 lb.ft

Transmission

Tractive six-speed sequential gearbox, AP Racing twin-plate high-torque clutch, custom propshaft, Ford Motorsport 9 inch WRC differential, Geartronics flat shift system

Suspension

Front: Reiger three-way adjustable coil-overs, adjustable ARB, lightweight alloy hubs and uprights, polybushes

Rear: Fully adjustable Quick Motorsport WRC independent suspension set-up, Reiger three-way adjustable coil-overs

Brakes

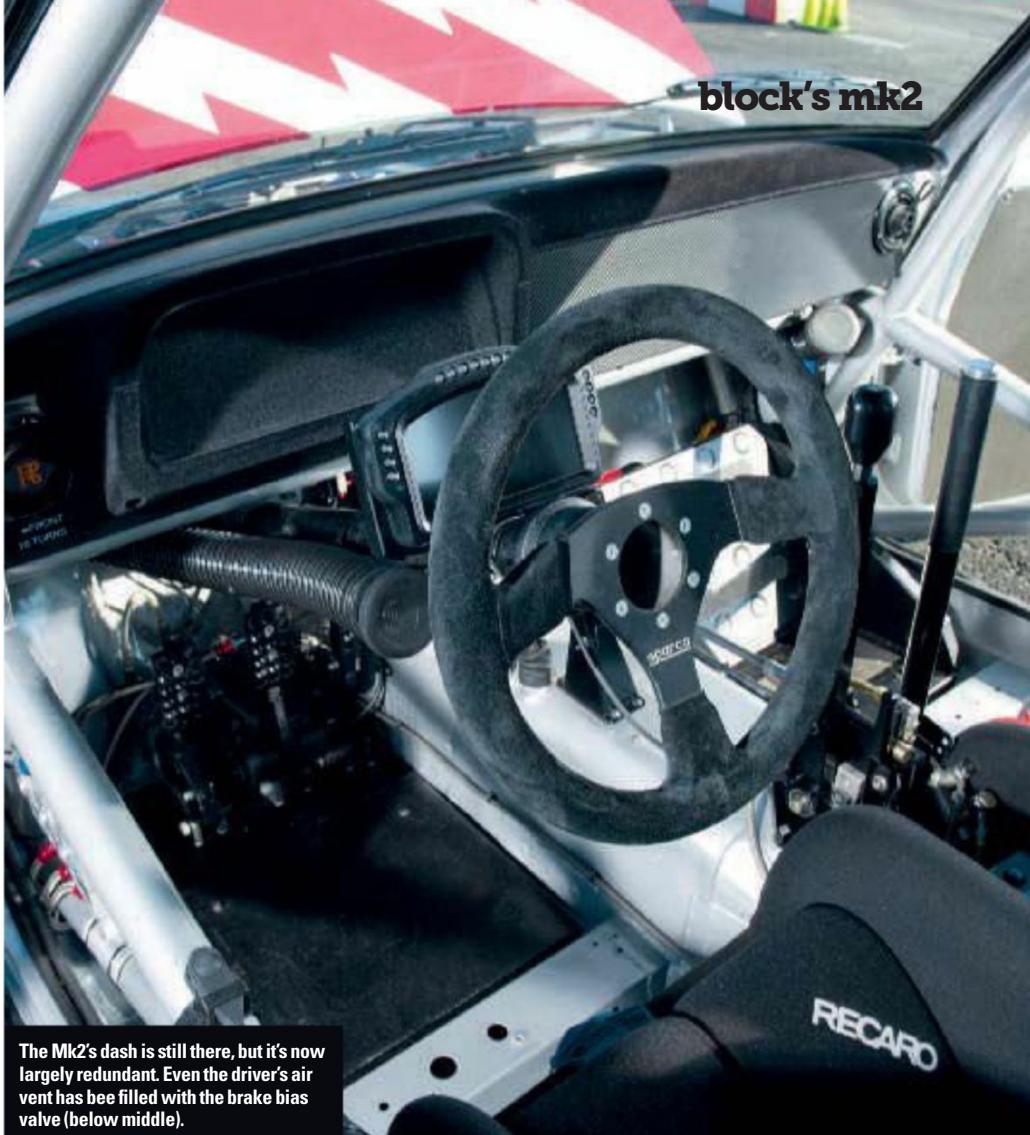
AP Racing 28x315 mm discs and four-pot callipers front and rear, AP floor-mounted adjustable pedal box and cylinders, WRC-style upright handbrake assembly

Wheels And Tyres

17 inch Fifteen52 Tarmac F40 alloys front and rear, Pirelli tyres

Interior

Recaro carbon fibre bucket seats and carbon trims, Sabelt multi-point harnesses, full T45 weld-in roll cage triangulated to suspension, Pectel intelligent colour display, Pi Research membrane switch panel and intelligent power system, DB1 flash card data logger, adjustable electronic power steering column assembly, Lifeline Zero 2000 electronic fire suppression system, alloy fuel tank and dry sump tank



The Mk2's dash is still there, but it's now largely redundant. Even the driver's air vent has been filled with the brake bias valve (below middle).



Cosworth Intelligent Power System replaces the traditional fuse box.



AP pedal box is a trick piece of kit.



Membrane switch panel is straight out of a Focus WRC.



Pectel digi display replaces the Escort's analogue dials.



Carbon fibre Recaros dominate the cramped cabin.



Top 10 Extreme Fords

It's not just Ken Block who can come up with a truly out-there Ford. Here are 10 more madcap creations we've featured.

Ray Gimbert's Anglia 105E

Spec: X-Pack style arch kit, carbon fibre panels, rear diffuser, 2.2-litre YB turbo, six-speed sequential, double-wishbone suspension

Featured: September 2015

Where Dave Bunn's Anglebox (see page 31) was an exercise in retaining the original 105E silhouette as much as

possible, serial Anglia builder, Ray went all out to create his ultimate road and track toy with only the finest kit, including an alloy-block 2.2 Cosworth YB, Elite six-speed 'box with paddle-shift, Ohlins-based double wishbone suspension and those outrageous carbon fibre panels covering the full chassis. A long — and expensive — build, but oh-so worth it.

Keenan Smith's Mk2 Cortina

Spec: wide arched, 1.6 turbo, turreted rear, 8.5x15 split-rims,

Featured: October 2015

On paper, California-based Keenan's Mk2 may be classed as nothing that outlandish, but then no-one had ever attempted doing anything like this to a '60s Cortina since the days of the super-saloons in the early '70s. Bolt-on Group 5-style arches (to cover Japanese HRE 8.5 inch wide split-rims), custom front splitter, and a Mazda/Ford 1600 16-valve motor with a home-brewed turbo conversion? Come on! He changed the classic Mk2's boxy lines so much that the now-infamous Cortina has since been mistaken for a Datsun 510 and a Lada 1200!



Glen Burnett's Mk1 Capri

Spec: custom GRP bonnet, tubbed rear, 700 hp 351 cu.in Windsor V8, billet 9 inch rear, 15 inch Weld wheels

Featured: September 2014

When it comes to putting together outlandish Mk1 Capris, the Aussies have got it nailed, so it comes as no surprise that we've included Big Glen Burnett's truly mental, V8-powered, parachute-equipped, 9-second Mk1 Capri drag car. Featuring tubbed rear arches (required so this Capri can sit nicely over its 10x15-inch drag wheels), incredibly tough C4 transmission, and virtually indestructible billet 9-inch rear axle complete with equally unbreakable Strange spool unit. The foundation for the engine is a bomb-proof Dart block. That coupled with billet con-rods, custom forged pistons, and a Cleveland V8 4.2-inch stroker crank means that the new motor is a whopping 465 cubic inches, or 7.6 litres in new money. Somehow, the choice of paint — Toxic Metallic — is more than fitting.



"WHEN IT COMES TO PUTTING TOGETHER OUTLANDISH MK1 CAPRIS, THE AUSTRALIANS HAVE TRULY GOT IT NAILED"

Henry Hirise

Spec: full chassis, 468 cu.in supercharged Chevy V8, drop-tube front axle, 15 inch Centre Lines

Featured: February 2011

Henry Hirise gained instant notoriety in 1979 after appearing on the cover of the first issue of Street Machine magazine and the subsequent TV ad promoting it. With welded-up rear doors, a massive raise in ride height, huge 10Jx15 rear wheels, and an insane-sounding, supercharged Chevy V8 up front, few outside of the custom car scene had seen anything like this Mk2 Consul before. Even by today's standards, the performance of the Consul was electrifying. Street Machine recorded a 0-60 of 4.4 seconds and 0-100 of 8.9 seconds for the feature — all this from a car which wasn't exactly featherweight. The magazine is now long-gone, but thankfully Henry Hirise has survived, and after many years laid-up partially dismantled, was returned to the road and to the pages of Classic Ford thanks to custodian, Bryan Whitfield.



Darren Whitfield's Mk1 Escort

Spec: custom fibreglass arches and front end, alloy sideskirts, spaceframe chassis, Cosworth YB

Featured: February 2011

Darren took a terminally-rotten Mk1 Mexico shell, stripped it back to the barest of skeletal frames and, using state-of-the-art tubular technology plus some classic '70s

and race-inspired styling, created this outlandish, groovy and stunning Escort — complete with huge, detachable rear wing for track use. Since the feature Darren has upped its bonkers stakes by tweaking the bodywork slightly and, in place of the Cosworth YB, installing a V8 which is undergoing a turbo conversion. Glam looks and space-age tech in a road-legal track car — quite a combination!

Paul Reene's Mk1 Escort

Featured: December 2014

Spec: relocated bulkhead, race-spec C20XE engine, six-speed sequential, Paul's Mk1 track car takes all the classic competition Escort ingredients, and turns them up to 11. Relocating the top-spec XE motor further back to improve the weight distribution meant moving everything else, too, but that didn't deter Paul who was on a no-compromise mission. A flat-shift Quaife sequential 'box, full-fat Atlas axle built by Fostek and remote-reservoir dampers were also on the shopping list, all built into a clean, showroom-finish that that Paul wasn't afraid to use and abuse.



Dave Bunn's Anglia 105E

Spec: removable fibreglass front end, full spaceframe chassis, Cosworth YB, wishbone suspension, Baby Atlas axle,

Featured: September 2009

Stand and stare at Dave's Anglebox, and you'll think it's a well-modified example. Look hard enough though, and you'll see that 105E outer shell merely clothes a full spaceframe chassis. And a YB turbo. The front suspension is converted to a wishbone set-up, which makes for one massively tight road car that also sees track day use. The epic six-year build resulted in a flawless finish, the perfect road-hugging stance and a fully-trimmed interior that's one of the nicest we've seen.



Kjell Frykas' Anglia 105E

Spec: tube-frame chassis, Volvo B230 2.5-litre engine, Getrag 'box, TOCA-based suspension, Winter Products back axle, Detroit locker, 17 inch TOCA wheels

Featured: April 2010

First built back in 1975 by Kjell's dad, Leif who worked on the Volvo Touring Cars, this Swedish Anglia has seen some serious track action over the years, and features TWRC TOCA-based suspension, lashings of fibreglass bodywork and — fittingly — a 300 hp 2.5-litre Volvo motor — all carefully installed inside the bespoke, home-brewed bodywork, complete with that outrageous rear wing.

**Colin McRae's Mk2 Escort**

Spec: semi-spaceframed, 2.5 Millington, six-speed sequential, Proflex suspension, Cossie diff

Featured: November 2005
Undoubtedly the inspiration behind Ken Block's Mk2, the McRae Escort was touted at the time as the most advanced Escort ever built. Put together by DJM Motorsport to Colin's specs, crucially the Mk2 featured long-travel, Proflex-based independent rear suspension in a bid to aid traction — an Atlas just not up

to the task of getting all that power down to the Tarmac from the Series One Millington Diamond engine, which DJM mounted further back, and relocated the fuel tank into the car, aiming for 50/50 weight distribution. Inside, it looked more like a WRC Focus of the period than an Escort, with much carbon fibre. YouTube clips of the car and Colin in action are much shared on social media channels, even today. If you missed the original feature, download it from www.classicfordmag.co.uk.

**Colin Ginn's Saxon Cortina****Featured:** January 2011

The wildcard — because at first glance it looks anything but wild. Based on concept car of 1962 (of which no trace of the car is left, and at the time of Colin's build, only a single

surviving photo), the Saxon Cortina was a prototype, stylish two-door convertible for the American market that never made it into production. Taking a rust-free two-door Mk1 Cortina saloon, Colin spent 1000s of hours, measuring, looking, measuring again, and fabricating and panel-beating the unique

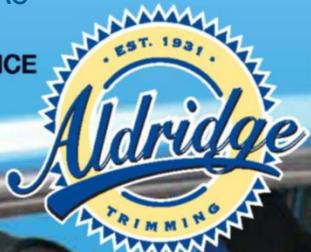
bodywork, most of the time trying to second-guess the Ford stylists because of the lack of archive images of the original concept. The end result was a huge success, garnering worldwide acclaim. One of the most extreme — yet restrained — cars we've featured.

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MILLINGTON DIAMOND ENGINES

Borne of the Cosworth YB, Roy Millington's Diamond Series engine has been dubbed the best 16-valve engine ever made. We investigate what makes it so special.

Words and Photos Jon Hill

Legends and controversy, the world of classic Fords thrives on it — and there's one name that's right up there when it comes to top-notch engines — Millington. With a reputation for enormous normally-aspirated power, they've also got another reputation — one with a massive price tag attached. Granted, they're not cheap but when you start looking into what these engines are about, you'll see why Millington Diamonds aren't peanuts.

Exotic? Perhaps. Strong? Definitely. What they are is an all-alloy version of the Cosworth YB only moved on to such an extent that it's difficult to say they're that engine anymore. We examine the details, the versions and just why they're such an extreme engine.

"MILLINGTON ENGINES HAVE A REPUTATION FOR ENORMOUS NORMALLY-ASPIRATED POWER"

CONTACT

Millington Engineering
www.millingtonengines.co.uk
 01746 789268





know this: millington engines

MILLINGTON HISTORY

Millington's story is very similar to that of Cosworth's — ironic because a development of one of that company's engines now forms the backbone of Millington. Similarly, it all started with Roy Millington, a farmer, mucking about with agricultural diesels in the early '70s. Grasstracking was a big part of his life, so that naturally included ringing out more power from the British Leyland A-Series along with Ford Crossflows, too.

Jump to 1977 and that was a significant year because Roy designed and built a Class 8/9 BCO2 Special powered by a Cosworth BDG — a vehicle that reputedly revolutionised Autograss. From there, he diverted into preparing Manta 400 rally engines and of course Escort BDs. But in the late '80s, Roy diverted to the increasingly-available YB.

However, the problems associated with converting this turbo engine to NA are now well known, plus their cast-iron block's not exactly light!

To sort that, in association with Richard Jenvey, they cast a series of 30-40 blocks in lighter aluminium, which Roy machined, only the opportunity was taken to redesign it as a rigid structure incorporating a through-bolting system into the sump with the mains caps forming an integral part. With a modified YB head bolted to it, Roy produced the first Diamond engines, which have been an enormous success in various forms of motorsport since.

But the source of Cosworth YB heads always has been finite so around 2006, Roy took the decision of embarking on a complete redesign, altering the ports, valve-angle and induction, which, coupled with the developed alloy block, Millington could now produce an even better Diamond — the Series Two — eliminating head supplies in one swoop and allowing the capacity to go way beyond the original's 2-litres. Famously, this was the powerplant for Colin McRae's ultimate Escort rally car (see page 32) and has been dubbed as the best 16-valve engine in the world.

Power figures reached are nothing short of incredible — 350-380, and from natural aspiration, remember. The Diamond is in yet further stages of development. There's more to come!

"FAMOUSLY, THIS WAS THE POWERPLANT CHOSEN FOR COLIN MCRAE'S ULTIMATE MK2 ESCORT RALLY CAR"

The Series Two engine is a completely fresh design with a new alloy head as well as the alloy block.



Go inside

Under the skin of the Diamond Series engine



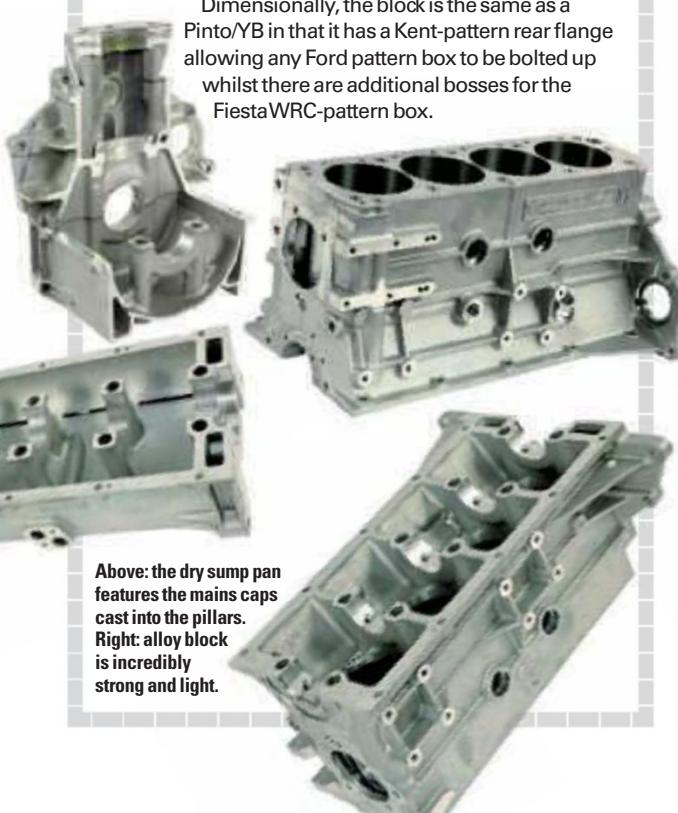
BLOCKS

Naturally, this is a bespoke casting in aluminium alloy produced for Millington to Roy's design, arriving as a blank that can be prepared into any form required. There are standard capacities but you can have what you like, as long as it's possible — right up to 2.7-litres. The block is taller than a Pinto/YB block to improve the rod angle ratio, while increasing the capacity to safely bore to 96-mm — and even beyond.

The structure is extremely strong, relying on through-bolts, which pass into the block via built-in channels that connect with the purpose-cast and machined, alloy sump pan, that also contains the mains caps, cast into pillars.

The block is meant as a dry sump unit, but they have built wet sump engines using a Pinto sump pan and a Millington-produced lower girdle incorporating the mains caps one again. The block obviously has provision to bolt a multi-stage dry-sump oil pump to the side of the block, driven by toothed belt.

Dimensionally, the block is the same as a Pinto/YB in that it has a Kent-pattern rear flange allowing any Ford pattern box to be bolted up whilst there are additional bosses for the Fiesta WRC-pattern box.



Above: the dry sump pan features the mains caps cast into the pillars. Right: alloy block is incredibly strong and light.

Camshafts are produced to Millington's own specs, and they don't give out any profile details...

CYLINDER HEAD

Series One engines obviously use a modified Cosworth YB casting to convert them to normal aspiration — the ports were bored out while larger valves were fitted, carrying Millington cams according to the engine's use — all these are unique to the company, produced by a major cam manufacturer to Millington's spec and DLC coated. The engine is topped off with a Millington Diamond cam cover, which has provision for Denso coils, pencil coils and the cam sensor.

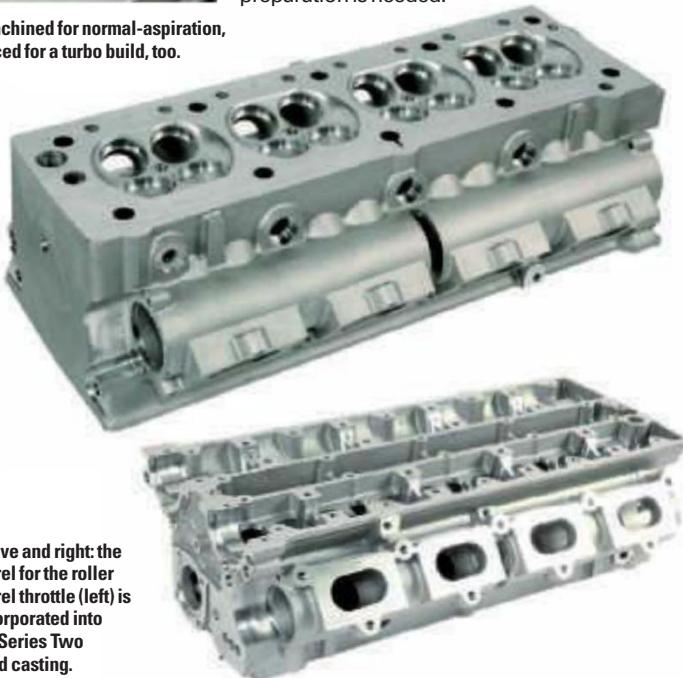


Ports are cast and machined for normal-aspiration, but they can be specced for a turbo build, too.

The Series Two head is of YB pattern although it's completely redesigned and now carries a Series Two cam cover. The most obvious identification factor is the incorporation of a roller barrel throttle — there's also a cast-in diamond shape on the back-face of the head...

The ports on this head are already enlarged for NA, while they're altered in shape too — the standard YB's more restrictive in the exhaust port to better support turbo aspiration but this has now been revised. In addition, the valve angle's narrower but their inclination and port size are not published!

The cam-carrying capacity is now enlarged to allow any lift cam required, so no machining other than normal preparation is needed.



Above and right: the barrel for the roller barrel throttle (left) is incorporated into the Series Two head casting.

"THE SERIES TWO HEAD IS OF YB PATTERN, BUT REDESIGNED"

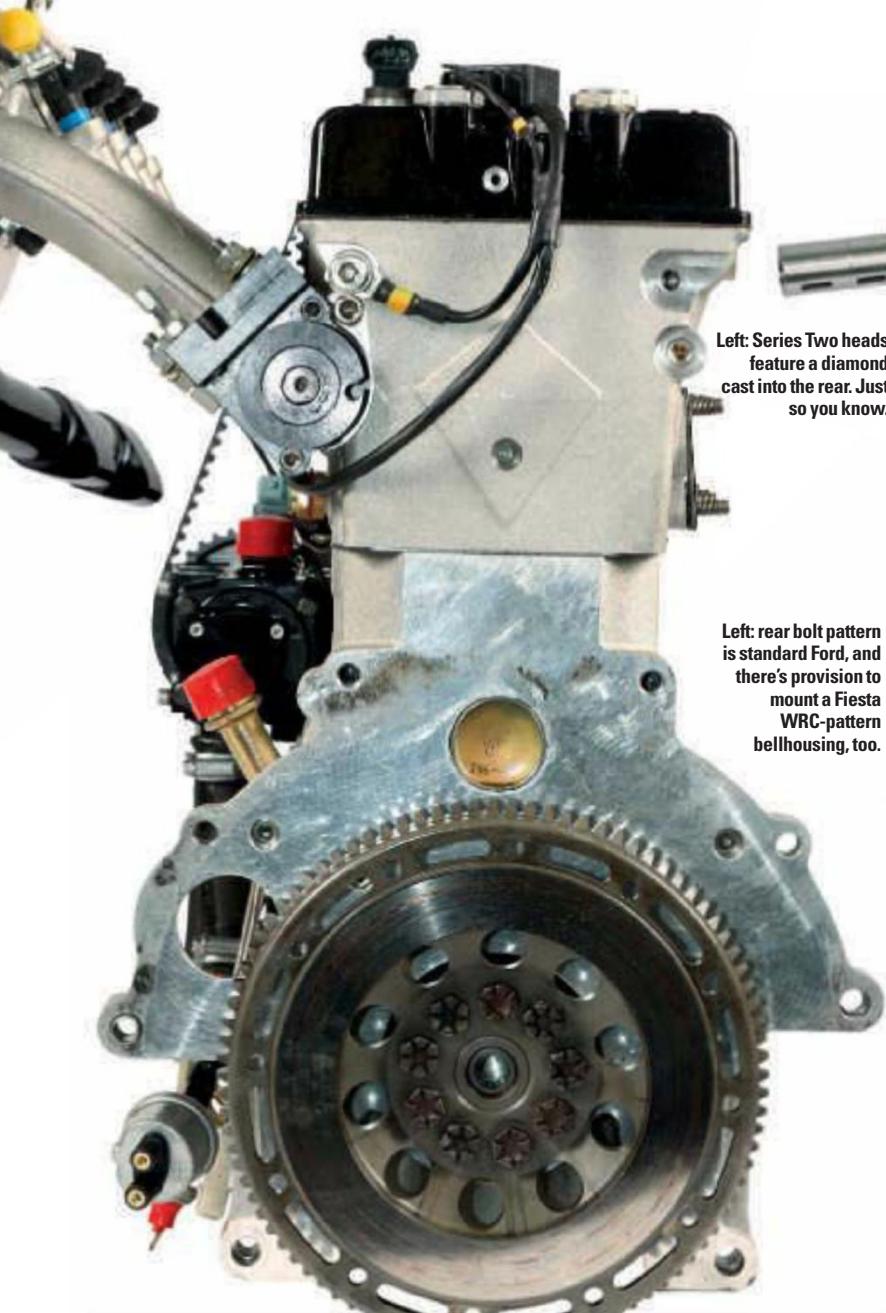
SERIES ONE VERSUS SERIES TWO

Series One
Cosworth YB head casting on Millington Diamond alloy block

Series Two
Millington head with:
Integral roller barrel
throttle body
Narrower valve angles
Revised ports (size,
shape and volume)
Shallow combustion
chamber

Series Two-Plus
As the Series Two plus:
Coil-on-plug ignition
Sequential injection
Revised roller barrel
and inlet
Piston coolers
Biggest bore and stroke
capabilities

know this: millington engines



INDUCTION

Series One engines use a bespoke inlet manifold cast as a blank by Jenvey, which is then coupled up with Jenvey throttle bodies according to the spec of the engine. Series Twos are obviously built as race engines in the first place therefore use a dedicated roller barrel, which famously has no restrictions in the way of butterflies. The connecting intakes are available in a range of shapes and lengths according to application — straight, swept-up, short, long....The ones shown on the complete engine are ideal for inclusion in an Escort.

Injectors are bespoke to the engine's application and are sequential using DTA's Fast management system, while the ignition is by crank trigger. The Series 2 uses coil-on-plug pencil coils.



CRANK, RODS AND PISTONS

Being a racing engine, the crank is to Millington's design and manufactured to EN41B, then Nitrided but it's really dependant on what the spec of the engine is — although there are standard capacities, plenty of the units are bespoke. The same can be said for the rods — manufactured again in steel by Farndon, while the pistons are forged, usually with the crowns modified according to the engine's spec.



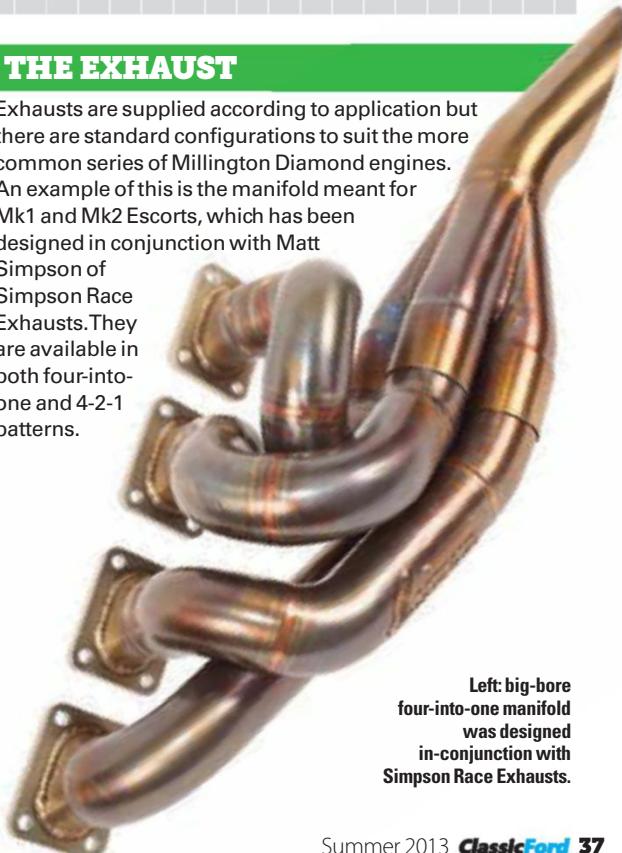
Bore and strokes

Capacity	2-litre	2495cc	Beyond
Bore	95 mm	95 mm	Bespoke
Stroke	70.5 mm	88 mm	Bespoke



THE EXHAUST

Exhausts are supplied according to application but there are standard configurations to suit the more common series of Millington Diamond engines. An example of this is the manifold meant for Mk1 and Mk2 Escorts, which has been designed in conjunction with Matt Simpson of Simpson Race Exhausts. They are available in both four-into-one and 4-2-1 patterns.



Left: big-bore four-into-one manifold was designed in-conjunction with Simpson Race Exhausts.

TOP 5 MYTHS ABOUT DIAMOND ENGINES

1 Millington Diamond engines are all £30,000-plus

Not necessarily – it depends on the spec, but base engines from 2-2.7 litres are all the same price at around £19,995, rising to £24,000 ready to go with ECU and exhaust

2 Diamond engines are expensive to rebuild

A rebuild is in line with any other high-powered rally engine, but a typical rebuild service is typically around £2500

3 Millington Diamond engines are dry-sump only

They are primarily designed with that operation in mind as they are basically a race engine, but they can run a girdle for the mains caps coupled with a wet sump

4 Roy Millington is ex-Cosworth

Roy has no connection with Cosworth other than as a customer. He's a farmer that likes playing with engines – and jets!

5 Millington are only interested in their own design of engines

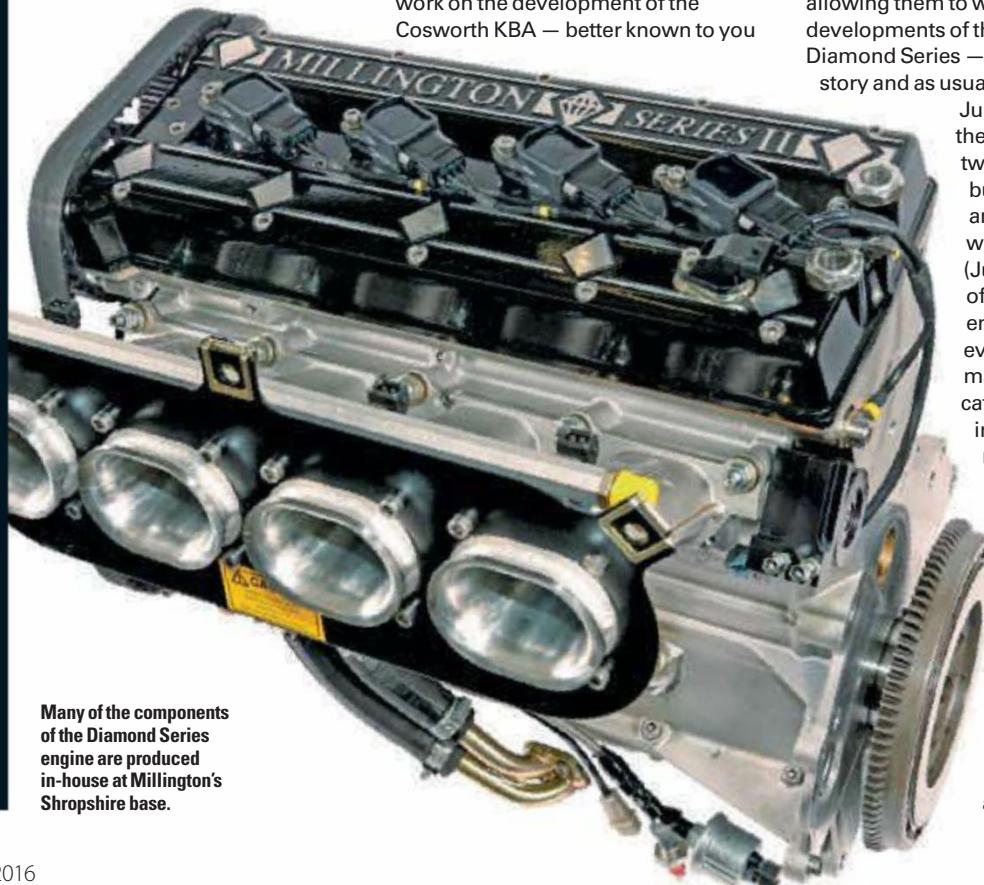
Not true – Millington produce alloy XE blocks and in some cases build them too, plus Ford BDAs, Honda VTECs and virtually any other race engine



About Millington Race Engines

Reading the history section, it's pretty easy to assume that Millington only produce their own engines, but they don't. Yes it's a major part of their business with virtually everything produced or

machined in house then assembled in their super-clean engine building room. In addition, they also develop other engines – they've always specialised in the BD-series and still build plenty of these, but they're also known for their work on the development of the Cosworth KBA – better known to you



Many of the components of the Diamond Series engine are produced in-house at Millington's Shropshire base.

and I as the Vauxhall XE. And if you've digested that history panel, again you'll connect with the fact that Roy did plenty of work with the Manta 400... However, they've also produced engines you'd never expect – including the odd Honda or two!

These days, Roy takes more of a back seat, preferring to leave most company duties to his son, Julian who is now moving the business forward using the latest CAD, CAM design facilities, allowing them to work on the next developments of the Millington Diamond Series – but that's another story and as usual, sensitive!

Julian is not alone in the workshop, he has two more staff building, machining and prepping engines, with Magi and Sheila (Julian's Mum) in the office. The facilities are enviable – virtually every engine machining process is catered for in-house, including many CNC machines, replacing Roy's original MOOG CNC machine they started the Diamond Series with. A large dyno cell forms a major part allowing your engine to be tested and proven – in fact, there's not a lot they can't do.

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Multi-vehicle



Military





HOMEBOILT HERO



Words Dan Furr Photos Dan Sherwood

OVER THE MOON

Paul Wilmott's stunning Cortina 1600E is packing a Moonstone Blue paintjob and a rebuilt Crossflow breathing through barking bike carbs.



Moonstone Blue has been a big hit with Blue Oval fans over the years, although few would bring to mind a Mk2 Cortina if asked to name a classic Ford covered in the handsome hue.

"I've been in love with the colour ever since I first saw it decorating a Sierra RS500, but it was the incredible appearance of Jimmy Hookway's Cosworth Mk1 Cortina (originally featured way back in 2006) finished in the same shade that convinced me that it was the right choice for my 1970 1600E," explains Cambridgeshire man, Paul Wilmott.

Paul has owned his special edition 'Tina for the past half-decade, although it hasn't always looked as good as it does today. "The car's previous owner saw fit to cover every panel of his pride and joy in a sparkling gold lifted from

the Porsche paint catalogue," continues the 33-year-old from St Neots. "Unfortunately, rear wheelarch rot started to blister through the freshly-applied paint. Nevertheless, the rest of the bodywork was in excellent condition, and I wasted no time in parting with my hard-earned cash as soon as I discovered that the car was available for purchase," he says.

At that time, Paul was earning his living working as a mechanic at Ford main dealer, TC Harrison. Unsurprisingly, he was well placed when it came to sourcing rare genuine parts for his new toy. Better still, the company's on-site spray booth was made available to him for use during his mission to introduce some Moonstone magic to his motor.

"I stripped the car to a bare shell before one of my work colleagues replaced the tired rear

wheel arches with fresh metal," he tells us.

"Meanwhile, I built up a stockpile of spares in a bid to replace old parts for new wherever possible. This mass of Cortina components included front and rear seats, and I also managed to bag freshly restored door and dashboard wood," he adds.

Black and blue

With the wheel arch work complete, Paul handed the restored shell over to a colleague who was ready and willing to get to work with a paint gun. Needless to say, the car looked fantastic when it reappeared dressed in its new coat of colour. "My 1600E's roof covering had been professionally renewed at some point in the recent past, yet I hadn't anticipated how good the solid black vinyl would look when set →



JBW Minilights are suitably period, while the 175/50-section Yokos mean Paul can run this Mk2 as low as he dares.



Crystal Golf headlights weren't a straightforward fit.

against a neighbouring Moonstone Blue body. Unable to contain my excitement, I quickly set about continuing the twin-tone theme by covering much of my Mk2's brightwork in a tidy lick of satin black," he confirms.

The Ford's bumpers, light surrounds, door handles, badges, rear panel and front grille were all treated to a healthy dose of dark colour coding. Further changes appeared at the car's front end in the form of vintage Volkswagen Golf crosshair smoked headlights. As you might

"MUCH OF THE MK2 CORTINA'S EXTERIOR BRIGHTWORK WAS SOON COVERED IN A TIDY LICK OF SATIN BLACK PAINT"

expect, ze German equipment wasn't a straightforward fit, despite the headlight casings themselves being the same diameter as the Cortina's factory items, and Paul spent an age modifying its mounting brackets in order to ensure that the 'Dub lamps sat snug and secure.

Lowering springs and new dampers were also added to the mix, but the dampers refused to stay in place during installation. Recognising the less-than-satisfactory quality of the kit that he'd shelled out for, Paul wisely decided to ditch it in favour of top-notch gear manufactured by Essex-based suspension specialist, GAZ. "I invested in a pair of the firm's Gold adjustable coil-overs for the front of my car, and I matched them with a pair of GT-spec adjustable dampers and 2 inch lowering blocks at the rear," he recalls. Strengthened top mounts and adjustable track control arms also joined the party, while almost every factory bush was replaced with a Powerflex polyurethane part.

On the move

Paul was lucky enough to be able to keep the car in the workshop of his employer while he tinkered, but a desire to try his hand at something new saw him join his brother's burgeoning playground apparatus fitting business. Naturally, changing jobs meant that the Moonstone marvel would need to find a new home, resulting in it being loaded onto a trailer and rolled into Paul's grandmother's garage.

"While I'm grateful that my gran allowed me to dump my unfinished motor at her place, the truth of the matter is that the hassle involved in repeatedly packing up all my tools and driving

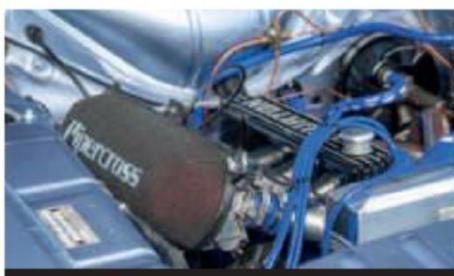


the not-insignificant distance between my house and hers caused me to lose interest in the build," he admits. In fact, a whole year passed without any project progress materialising, during which Paul's spotless 1600E did nothing more than act as a magnet for dust!

Seeing his father's Mk1 Cortina (featured April 2014) appear on the Classic Ford stands at both Ford Fair and the Classic Ford Show during the summer of 2014, however, did much to reignite Wilmott-the-Younger's enthusiasm for his mothballed Mk2; vowing to finish the build before the start of 2015's summer show season, Paul withdrew his fruity Ford from its state of suspended animation and began to prepare it for a new lease of life.

A replacement clutch, rebuilt brakes and a host of other chassis updates followed, but it was the addition of 7x13 inch Minilights that would provide the biggest wow factor during this second phase of the Cortina's development under Mr Wilmott's watch. Wrapped in Yokohama rubber, the polished rims work brilliantly at delivering an aggressive stance, and they signalled the end of cosmetic alterations to the exterior of the car, leaving Paul to concentrate on enhancing its cabin space.

"I was pleased with the replacement interior that I'd sourced, but the revised overall look of the car demanded something a little less sedate than factory spec front seats. With that in mind, I invested in a pair of Cobra Classic buckets," he says, before pointing out the similarities in design between his Mk2's new and old pews. He has also added new carpets, a new →



Bike carbs are neatly hidden by the air filter assembly.

OFF YER BIKE

"The car is still making use of its original 691M Crossflow, but I've increased its power output by adding Kawasaki ZZR600 motorcycle carbs, a danST inlet manifold, a Pipercross air filter, a 105Speed four-branch exhaust manifold and an enlarged stainless steel exhaust system," Paul beams. A high-flow fuel pump, an Accuspark electronic distributor, Airtec alloy radiator and a polished oil catch can are also key features of this minty fresh 1600E's engine bay, while a Burton Power cam cover and bright blue Samco silicone hoses add a splash of colour to the proceedings.



It's an E but not as we know it. Moonstone Blue looks suitably period, despite being an '80s Ford shade.



"THE THREE-SPOKE WOODRIM WHEEL LOOKS FANTASTIC ALONGSIDE THE RESTORED WOODEN COCKPIT TRIM"

headlining and a three-spoke wooden steering wheel that looks fantastic alongside the aforementioned restored wooden cockpit trim.

Sweet sixteen

As planned, this sensational 1600E returned to the road in time for the 2015 summer shows, although it might soon be disassembled again!

"I've just taken delivery of a Fiesta RS1800," grins Paul. "The car's previous owner planned to equip it with an ST170 lump, but he didn't

get around to carrying out the work. The donor engine was given to me as part of the sale, and I'm currently investigating ways in which I can use it to power my Cortina!" he laughs.

It sounds as though there is still much work to be done with regard to Paul's quest to improve upon the specification of his magnificent Mk2. Whether he decides to install the ST170 powerplant or not, we look forward to seeing this Moonstone Blue belter roll out for the 2016 show season!

HOMEBOUGHT HERO

Despite some obvious signs of rot, Paul knew this 1600E was in great shape body-wise, so snapped it up as soon as it came up for sale, and started to make his mark on it.



It looks original, but in fact Paul's 1600E had been resprayed in Porsche gold before he bought it.



When the rear arches started bubbling, Paul took the Mk2 off the road and stripped it down for a rebuild.



Working for Ford main dealer, TC Harrison at the time meant Paul could make full use of their spraybooth.



Once the Moonstone paint was applied, Paul could begin the refit — a job that took longer than he planned.

Tech Spec

Body

Restored 1970 Cortina 1600E, new rear wheel arches, fully undersealed, brightwork painted satin black (grille, headlight surrounds, door handles, bumpers, badges, rear panel), replacement vinyl roof covering, classic Volkswagen Golf crosshair headlights, chrome door mirror, pressed metal registration plates, vintage RAC badge. Paint: Moonstone Blue

Engine

1600 Crossflow, 691M block, Burton cam cover, Kawasaki ZZR600 motorcycle carburetors, danST inlet manifold, Pipercross air filter, four-branch exhaust manifold, 105Speed enlarged stainless steel exhaust system, high-flow fuel pump, Accuspark electronic distributor, Airtect alloy radiator, slimline radiator electric fan, polished catch can, blue Samco silicone hoses

Transmission

Factory four-speed manual gearbox, replacement clutch

Suspension

GAZ Gold fully adjustable front coil-overs and top mounts, GAZ GT adjustable rear dampers with 2 inch lowering blocks, adjustable track control arms, Powerflex polybushes throughout

Brakes

Fully rebuilt factory braking system, new brake pipes throughout

Wheels And Tyres

7x13 inch JBW Minilights, with Yokohama A539 175/50R13 tyres

Interior

Cobra Classic front seats, replacement factory rear bench and uprights, replacement door cards and dashboard, replacement wooden dashboard panel and door caps, three-spoke wooden steering wheel, new carpets, new headlining, battery relocated to boot

Thanks

danST Engineering (01274 580213) for the bike carbs, 105Speed (01234 826827) for the exhaust, and TC Harrison Ford (01480 401480) for the paintwork



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Front windscreen rubber	£40.00
Rear windscreen rubber	£41.48
Screen trim (chrome or black)	(each) £7.20
Rear quarter window rubbers	(pair) £45.00
Door seal with moulded corners	£37.54
Boot seal each	£15.70
Door glass seal (exterior)	£7.80
Door glass seal fixing clip	£0.36
Door window channel	£10.24
Front Quarter Rubbers (2 door fixed)	£84.00
Roof Gutter Trim (black or chrome)	£14.51
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Headlining (black or putty)	£103.60

ESCORT MK3/MK4

Front screen rubber	£40.07
Rear screen rubber	£40.07
Door glass seal	£19.99
Tailgate seal	£19.80
Carpet set	£162.62
Headlining	£103.60
Door seal	(each) £18.50
Cabriolet boot seal Mk3/4	£5.00
Window Channel	£26.05
Rear Quarter Window Rubbers (pair)	£55.00
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Front windscreen rubber	£40.00
Rear windscreen rubber	£51.80
Screen chrome trim	(each) £7.20
Door seal (with moulded corners)	£37.54
Door window channel	(each) £12.30
Door glass seal	(each) £8.40
Boot seal	£15.00

CAPRI MKII & III

Front opening quarter glass seal	(each) £8.87
Roof Gutter Trim (Chrome)	£14.51
Carpet set	£162.62
Vinyl roof kit (incl. 2 litres adhesive)	£122.00
Headlining	£120.00

CORTINA MK4/5

Front opening quarter glass seal	£10.24
Boot seal	£19.80
Carpet set	£170.52
Roof gutter (chrome)	£14.51
Headlining	£120.00
Vinyl roof kit (incl. 2 litres adhesive)	£122.00

CORTINA MK4/5

Front screen rubberMk4 only	£40.26
Rear screen rubberMk4 only	£47.40
Door sealMk4	£37.54
Door window channel	£10.24
Door glass seal (exterior)	£0.36
Door glass seal fixing clip	£9.00
Screen insert (chrome)	£19.80
Boot seal	£187.20
Roof gutter trim (chrome or black)	£14.51
Carpet Set	£120.00
Vinyl roof kit (incl. 2 litres adhesive)	£122.00

GRANADA MKI

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Boot seal	£19.80
Coupe Vinyl Roof Kit	£142.00
Door window channel	(each) £10.24
Door glass seal	(each) £9.00
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Vinyl roof kit (incl. 2 litres adhesive)	£122.00
Roof Gutter Trim	£14.51

SIERRA

Door seal with moulded corners	£37.54
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Door window channel	(each) £10.24
Door glass seal	(each) £9.00
Carpet set	£192.95
Vinyl roof kit (incl. 2 litres adhesive)	£122.00
Roof Gutter Trim	£14.51

FIESTA

Front screen rubber	£33.11
Door seal	£19.80
Tailgate seal	£19.80
Headlining	£110.00
Carpet set	£156.00
Door glass seal	£19.99

105E ANGLIA

Front windscreen rubber (with ears)	£40.00
Rear windscreen rubber	£40.42
Door seal (each)	£20.10
Door seal (each)	£20.10
Boot seal	£16.98
Door window channel	£12.00
Door glass seal	(each) £4.99
Door shut edge trim	(each) £18.72
Rear opening quarter glass seal	(each) £8.40
Bonnet seal	£9.90
Carpet set	£172.14
Headlining	£120.00
Door seal with moulded corner	£37.54
Door glass seal (exterior)	£9.00
Door glass seal fixing clips	£0.54
Door shut edge trim	£20.86
Carpet set (original pattern)	£23.88
Carpet lining (off white or putty) – Series 2	£150.00
Lode Star Headlining – Series 1	£150.00
Vinyl roof kit (incl. 2 litres adhesive)	£122.00
2 door models rear quarter rubber	(pair) £101.26

105E ANGLIA

Front screen rubber (with ears)	£40.00
Rear windscreen rubber	£40.42
Door seal (each)	£20.10
Door seal (each)	£20.10
Boot seal	£16.98
Door window channel	£12.00
Door glass seal	(each) £4.99
Door shut edge trim	(each) £18.72
Rear opening quarter glass seal	(each) £8.40
Bonnet seal	£9.90
Carpet set	£172.14
Headlining	£120.00
Door seal with moulded corner	£37.54
Door glass seal (exterior)	£9.00
Door glass seal fixing clips	£0.54
Door shut edge trim	£20.86
Carpet set (original pattern)	£23.88
Carpet lining (off white or putty) – Series 2	£150.00
Lode Star Headlining – Series 1	£150.00
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ZEPHYR/CONSUL 1

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Door window channel	£12.00
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Boot Seal..	£24.92

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Front screen rubber (hi line)	£45.89
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Front screen rubber (low line)	£46.80
Rear screen rubber (low line)	£43.87
Door seal ..	£17.06
Door window channe ..	£12.00
Door shut coloured edge trim ..	£18.00
Headlining (low line and hi line)	£170.00
Carpet set ..	£179.12
Boot seal ..	£19.80
Door Glass Seal ..	£7.80

ZEPHYR/CONSUL III

Front screen rubber ..	£41.23
Rear screen rubber ..	£40.66
Rear screen rubber (Zodiac) ..	£45.89
Door seal ..	£20.06
Boot seal ..	£19.80
Door window channel ..	£12.00
Headlining ..	£17.00
Carpet set ..	£186.29
Door Glass Seal ..	£7.80

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MK1 ESCORT



Words and Photos Jon Hill

HAPPY

The parts chaser. A recognised concept throughout the motor trade all over the world, and simply, the way it's always been – you need something to scoot around in to collect parts and it helps if that something is noticeable too – that way everyone knows who you are and that you have a business. And it helps if it's noticeable – chopped, sectioned,

slammed on the deck with wild paint. But if you don't want to go that far, a clean, trick-looking vehicle that says what you do coupled with a good healthy dose of signwriting to firmly slam the nail on its proverbial head always does the trick, too.

This is what Graeme Worthington of GS Escort's Mk1 Escort Estate's all about. And →



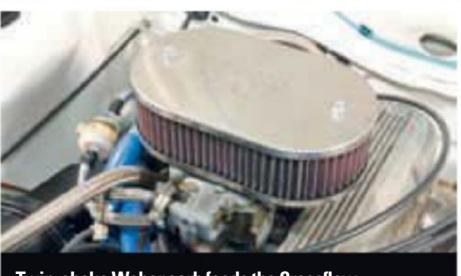
PARTY SHOPPER

When Graeme Worthington needed a new parts chaser for his business, he knew just where to get the bits for it. Only trouble was, he had just three weeks to build it...

MK1 ESCORT



Restored 6x13 Turbo Vec alloys are a great touch.



Twin-choke Weber carb feeds the Crossflow.

The GT-spec (and then some) 1300 Crossflow is a peach, and sits in-between the freshly restored and painted inner wings.





"THE BODY WAS RELIEVED OF ITS CHROME SIDE TRIM BEFORE BEING RESPRAYED IN FORD DIAMOND WHITE"

of course, Graeme's well placed for building a car like this since he deals in bits for classic Fords and has all the stuff we all need coming out of his ears. He's been doing it for 11 years now, having bought the infamous Ian Harwood name when Ian retired. And those of a certain age will be well familiar with Ian's name as the man when it came to Escort bits.

Naturally, there are two ways you can go when you inherit someone else's name and reputation – sink or swim – and the fact that Graeme's here over a decade later and effectively doing the front crawl means GS Escorts have certainly not fallen off the radar. So much so in fact that they had enough stock to build this Escort in just three weeks – yep, three weeks. The goal? To hammer it round last year's Lakes Tour.

Off the rails

You're probably thinking, I bet they started with a minter, well, they didn't. Graeme is lucky in that he's got a diamond of an employee — who he refers to as Super Jay, aka Jay Collard — one of those clever blokes we all hate, because he can

do everything and do it well. The perfect employee for Graeme because he's not shy in making the tea either! The pair of them bought what Graeme refers to as a part restoration — someone had already done the basics, but sadly neglected some of the really important bits, like the chassis rails...

Yes, it had a dandy pair of new inner wings, but those chassis rails were just as important, so they've been replaced and the rest of the engine bay restored back to scratch. On the outside were, "a cheap set of wings, not good so they came straight off!" They've since been replaced with a set of repro Mexico wings from the Magnum range which Graeme stocks. "They do fit right and they are very, very good."

Jay prepped and painted under the bonnet, while the rest of the body's been smoothed of chrome trim down the sides, during the stripped-to-a-shell stage. Then he painted the lot in Ford Diamond White, before the pair of them fitted it up with a few choice bits from the GS parts bin.

Slotted between its legs is a cracking 1300GT-spec Crossflow with a ported head, twin-choke →



Graeme built this Mk1 in just three weeks in time for the Lakes Tour where it proved to be the perfect tool.



Original dealer sticker is a neat, surviving touch.



Interior is largely standard bar the RS wheel and Schell seats — these are off to the trimmers soon.



8 ball gearknob is from the same era as the Turbo Vecs.

"THE RS1600i SEATS MIGHT BE A BIT OVER THE TOP FOR A PARTS CHASER, SO THEY'LL BE RETRIMMED IN BLACK VINYL"

Weber, Ashely manifold and lightened flywheel, and they've added a few bits to cope — like an LSD in the 3.89:1-equipped English axle, mounted on Escort single-leaf springs. Inside, it's all nice and comfy with a set of RS1600i seats. "A bit over-the-top for a parts chaser," Graeme admits, "but they'll eventually be retrimmed in black vinyl to match the backs. The load area's been specially detailed, too — Jay spent ages on that so you'd better take a picture!"

Rare rims

Granted, it's not meant to be mint but it certainly looks dead clean, nicely topped off

with those now quite-rare wheels, and believe it or not, they're made by Wolfrace. Not your regular slotmags you'd expect from Wolfrace, these are in fact a set of Turbo Vecs, which were one of the company's first forays into the world of alternative wheel designs.

"I bought them off a local lad with a Capri and I've had them refurbished by Mark Gleave at the local paintshop," says Graeme.

Despite being built in just three weeks, this one's definitely a keeper. "I nailed it everywhere on the Lakes Tour, we didn't break it and it didn't miss a beat — you can't ask for more than that really, can you?"

Tech Spec

Body

1974 Mk1 Escort Estate, restored shell, Mexico wings, dechromed, quarter bumpers. Paint: Ford Diamond White

Engine

Escort 1300GT Crossflow, ported head, lightened flywheel, Weber 32/32 DGAV twin-choke carb, electronic ignition, alloy 1600 aftermarket rad, Ashley four-branch manifold with homemade 2 inch exhaust system

Transmission

Sierra Type-9 five-speed, RS single-piece prop

Suspension

Front: Capri 2.8i Bilstens with 2 inch lowered springs and roller top mounts, Twin Cam anti-roll bar with double width kit and 2.4-ratio quickrack

Rear: MK2 Escort single leaf springs, 2 inch lowering blocks, GAZ adjustable dampers

Brakes

Front: Capri 2.8i vented discs and spaced M16 callipers on alloy hubs

Rear: 8 inch Escort drums

Wheels And Tyres

Front: 6x13 inch Wolfrace Turbo Vecs fitted with 185/60R13 Nangkang tyres

Interior

Estate interior with RS1600i front seats, Mk1 Escort RS steering wheel, 8-ball gearknob



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PD07K Kit	Redstuff premium fast street pads and USR slotted black Geomet® discs
PD08K Kit	Yellowstuff highest friction pads and USR slotted black Geomet® discs
PD012K Kit	Redstuff premium fast street pads and GD sport drilled black Geomet® discs
PD013K Kit	Yellowstuff highest friction pads and GD sport drilled black Geomet® discs
PD016K Kit	Greenstuff sport pads and BSD blade style slotted black Geomet® discs
PD017K Kit	Redstuff premium fast street pads and BSD blade style slotted black Geomet® discs
PD018K Kit	Yellowstuff highest friction pads and BSD blade style slotted black Geomet® discs
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Know this

SPOTTER'S GUIDE TO THE CROSSFLOW

Know your 681F from your 711M with this handy guide.

Info

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CROSSFLOW HISTORY

The Crossflow is an update of the previous Kent engine now known as the Pre-Crossflow, which was designed by a team led by Alan Womers who lived in Kent — hence the name. The Crossflow engine appeared in 1967, in the facelifted version of the Mk2 Cortina known as the Series 2. Apart from the big Zephyrs and Granadas, the engine was fitted to virtually the entire Ford range hence, so bizarrely, you may well find a low-compression version in a Mk2 Transit.

Apart from the differences in cylinder head — the Pre-Crossflow has both the induction and exhaust on the same nearside, while the Crossflow carbs is on the driver's side, flowing through to the exhaust on the passenger — hence 'crossflow', there are internal differences too: the combustion chamber is in the piston — known as bowl-in-piston (BIP) but

correctly titled Heron Principle. The Crossflow has a flat cylinder head, although early (non-711M) versions had a small combustion chamber.

The first versions of the Crossflow carried the casting mark 2737E. However, there's also an almost identical 681F version.

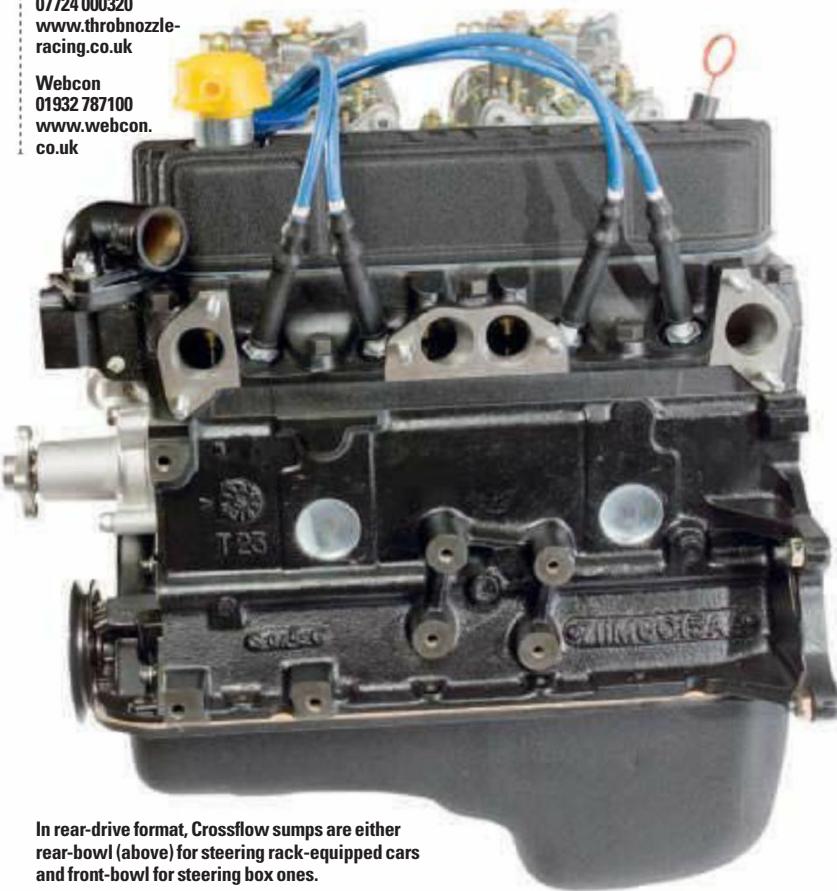
At the same time, a 1300 was introduced with the casting number 2733E, but then the block numbering system altered. The interim 691M followed with square end caps but still with the smaller 7/16 inch followers, though the turning point in Crossflow history is 1970 when the 711M block was introduced.

With these blocks, came an additional system of identification — they all carried the casting number but followed by 6015 (meaning block) and either AA (signifying 1100/1300cc) or BA (1600cc). The major upgrades found on the 711M version were a



meatier block (10 mm wider across the engine mounts), with wider cam follower stems and stronger, square-shouldered mains caps. There were also subtle differences to engine ancillaries such as a spin-on cartridge oil filter rather than the replaceable paper element in a canister.

Eventually, the Pinto succeeded the Crossflow although it did live on in vastly different front-wheel-drive format. Fiestas used the Valencia derivative plus the KA contains a version with a three-bearing crank similar to the original Pre-Crossflow.



In rear-drive format, Crossflow sumps are either rear-bowl (above) for steering rack-equipped cars and front-bowl for steering box ones.

BORE AND STROKES



The standard bore size of all Crossflow engines is the same at 80.978 mm. It's the stroke which determines the capacity, but you need to know which block you've got since its height obviously governs the size. Most revolved around one casting, but when the new large capacity engines arrived — such as the 1600 Crossflow — a 9.5 mm taller block was needed — the easy way to spot the difference is to examine the deeper gap between water pump and head.

The smaller blocks in general, all have the same casting number but can have a different swept volume due to the crank or rods being shorter or longer.

1300

+0.040 inch	81.98 mm	1338cc
+0.060 inch	82.48 mm	1358cc
+0.090 inch	83.23 mm	1388cc

1600

+0.040 inch	81.98 mm	1638cc
+0.060 inch	82.48 mm	1658cc
+0.090 inch	83.23 mm	1688cc

Strokes for Crossflow engines are as follows:

1100cc	53.29 mm
1300cc	62.99 mm
1600cc	77.62 mm



CROSSFLOW CASTING NUMBERS

Each block has its own casting mark, found on the right-hand-side of the engine (facing the car); just in front of the bellhousing flange and just above the sump mating lip. Typically, you will see the numbers arranged thus:

681F 6015 – the first bit identifies the block type, the second part; 6015 is Ford code meaning block – ignore this bit. Therefore the numbers in front you are likely to see are:

2737E

The original 1600 Crossflow block fitted in the Mk2 Cortina and Mk1 Capri. Round mains caps, bowl-in-piston combustion but small chambers in the cylinder head.

681F

Early 1600 block used in the Cortina 1600E and 1600GT.

2733E

1300 Crossflow block again fitted to the Mk2 Cortina, with round mains caps.

From now on, the casting number includes two letters after 6015 – this will either be AA – signifying 1300 (and 1100 in the 711 block series) or BA denoting 1600.

691M

Improved Crossflow block with interim-stage mains caps (more square than the 2737E's but not as square as the 711M).

711M

Square mains caps, flat head face, big followers.

771M

Shortened Crossflow block for the Fiesta with no side engine mounts.

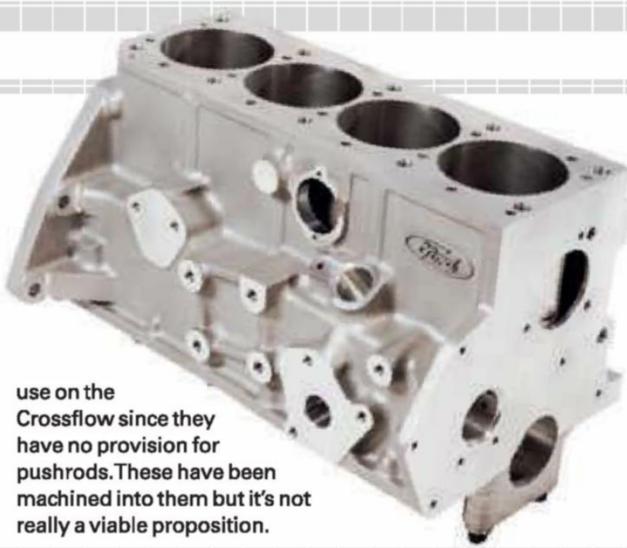
Specialist blocks

These were either converted from selected standard blocks, or cast for a specific purpose.

BD-SERIES

These were selected from the best type block of the day for maximum bore thickness. Plenty were bored out and had sinter-welded liners fitted to up the capacity to 2-litres. This was before and during, Brian Hart producing specific aluminium castings to do the same thing – later adopted by Ford/Cosworth for the identical purpose.

BD blocks are still being made by Cosworth and other aftermarket manufacturers, but they're not really suitable for



use on the Crossflow since they have no provision for pushrods. These have been machined into them but it's not really a viable proposition.

THE 831C AX BLOCK

These are known as motorsport Crossflow blocks, but they're actually nothing of the kind – they were a standard production block.

They originate from Ford South Africa, a country which didn't receive the 1600/1800 Pinto block – instead they made an enlarged Crossflow to do the same job in their normal production cars such as the Sierra. These are mega thick, and as such, they're much sought after for big-capacity Crossflow engine builds – they'll easily swallow an 86 mm bore, which with the right combination will walk an 1800cc capacity.

The name comes from the fact they have 831C cast into the side where we'd normally find 711M, with AX next to it. This doesn't always follow as a hard and fast rule though since some merely have AX cast into them and no other

number – although not necessarily in the same place.

The motorsport label derives from the fact that a UK motorsport company bought a load of them and proceeded to sell them into the European motorsport market.



STRENGTHS AND WEAKNESSES

Crossflow problems are mainly down to age – every engine should be regarded as needing a rebuild and you need to take special care on bore thickness, as it's common to have gone one step too far on cleaning the block up. Just because it's a 711M block doesn't mean everything's still rosy – the newest engine will still be over 35 years old at best and thus subject to all the regular engine reconditioning factors.

The head castings can crack in the head face because the valves are extremely close together, (above) so don't blindly trust that a head's a head and it'll be alright – check before you buy. You want the most untouched engine you can ideally. In bits is not a bad way to buy one, though make sure it's complete.



Cylinder heads commonly crack between the valves.

New tricks

Ben Woodrow's Mk1 Fiesta Bravo II might be over three decades old, but that hasn't stopped him from treating it to a full respray, upgraded suspension and a 1660 Crossflow powerplant.

Words Dan Furr Photos Michael Whitestone



Ofall the special edition first-generation Fiestas to gallop out of Henry's stable during the seven years that the classic supermini was in production, 1982's Bravo II remains one of the most recognisable, not least of all due its signature twin-tone paint job and distinctive body graphics. With that in mind, it should come as no surprise to learn that the vast majority of those lucky enough to be in possession of one of the few Bravo IIs that have survived to the present day are keen to keep their vintage hot hatches in tip-top condition.

Somerset resident, Ben Woodrow, is a case in point. The 23-year old accountant has doted on his cherished Bravo II ever since his name appeared on its logbook back in the summer of 2010.

"My first Ford was a Mk3 Fiesta Popular Plus that my grandmother handed down to me shortly after I passed my driving test," he tells us. "The Bravo II came a year later, after I found myself admiring a Mk1 Fiesta that a mate had bought. Subsequently, I scanned the classifieds for an

example that I could call my own, and I was lucky enough to find the car that I'm in possession of today just a few miles from home," he adds.

The Fez that Ben ended up buying was in a standard state of tune and had spent its life without the need to come into contact with welding equipment. That said, it is fair to say that the lower half of the car's Crystal Green Metallic and Strato Silver exterior decoration was beginning to show its age. Nevertheless, Ben was thrilled with his purchase and put his new ride to good use as a daily driver during the two-and-a-half years that followed its arrival at the Woodrow's family home.

"The car ferried me to college and back each day while I was cramming for my A-levels," he continues. "At that time, I knew nothing about mechanics or motor maintenance, but my Bravo II presented the perfect platform for me to get to grips with the finer points of spanner-wielding. Besides, I eased myself in with some fairly straightforward bolt-on modifications!" he laughs.

Optional extras

The changes that he's referring to came in the form of a set of 13 inch Mk3 Fiesta RS option latticed alloys and a quartet of what were

claimed to be 60 mm lowering springs. Unexpectedly, the car's ride height sunk to 70 mm at the rear with an uneven nose-end drop of 50 mm after the springs were put in place!

Generally speaking, a student's disposable income doesn't allow for heavy investment in car parts, meaning that Ben had to make do with his Fiesta's less-than-level chassis until he could afford to remedy the situation with a set of GAZ coil-overs. "Eventually, I entered the world of full-time employment. Saving my hard-earned pennies paid off when I was able to buy GAZ GHAs for the front of my Mk1 and a pair of the firm's GT adjustable dampers for the rear," he says, acknowledging the fine tuning that he was able to achieve after the installation of the trick suspension components.

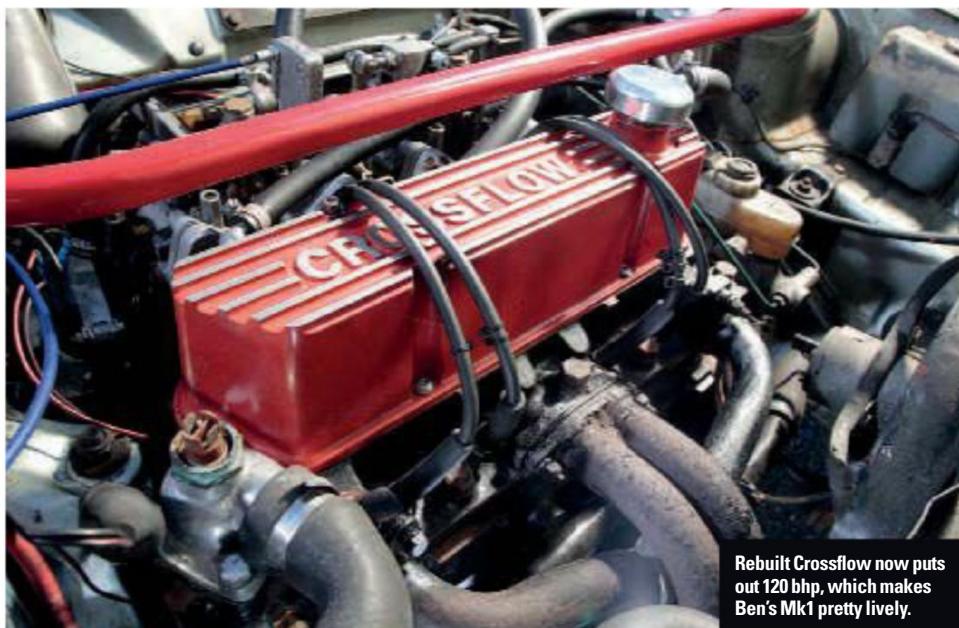
"I'm pleased to be able to say that my Bravo II now sits pretty with a drop of 70 mm at both ends!" he grins.

Other notable deviations from his car's factory presentation came as a consequence of the demise of a pre-facelift Mk1 Fiesta Ghia that was languishing in a nearby breaker's yard. Ben was quick to swoop in and strip the frail Ford of its chrome bumpers, door mirrors and matching handles, and his ride looks all the better now that its standard black trim has made way for the sparkling Ghia gear. →





"THE EXTERIOR WAS TREATED TO FRESH PAINT AND BRAND-NEW GRAPHICS"



Rebuilt Crossflow now puts out 120 bhp, which makes Ben's Mk1 pretty lively.



1660 Crossflow runs Dell'Orto rather than Weber carbs.

Nice pipes

More polished metal can be seen at the rear of Ben's fantastic Fiesta thanks to his decision to commission Powerflow to fabricate a bespoke exhaust system with an upswept tailpipe. The exit-gas pipework is connected to an Ashley exhaust manifold, although the guys at Powerflow (www.powerflowexhausts.co.uk) had to reduce the length of the four-brancher in order to avoid it coming into contact with bumps in the road due to the car's revised ride height! Even so, the finished stainless steel system looks fantastic, delivers a satisfying burble and undoubtedly releases a few trapped ponies from the Crossflow (see boxout above) that it's attached to.

Body worked

While the fettled Fiesta was being subjected to the application of its new beating heart, its duties as a commuter chariot were handled by a Mk2 Focus that had landed at Château Woodrow. Owning an additional car that was well suited to being used as a daily hack



New graphics made all the difference to the exterior.

CRACKING CROSSFLOW

"A friend of mine announced that he was selling a 1600 Crossflow that had been collecting dust in his workshop. I was planning to build a tuned 1300 while continuing to drive my Bravo II on a daily basis, but the opportunity to treat it to an increase in displacement at the same time as applying updates that would hike horsepower was impossible to resist. Needless to say, I was soon the proud owner of a 1600!" chuckles Ben. The new block was sent to Hamlin's Engineering in Bridgwater (<http://hamlinsengineering.co.uk>) to be rebuilt with a +60 thou' overbore. Meanwhile, Ben amassed a stockpile of parts that included a new cylinder head, enlarged valves, a Piper 285 camshaft, twin 40 Dell'Orto DHLA carburettors, a high-pressure fuel pump and a Mk1 XR2 radiator. Sensibly, the parts were handed to the eagle-eyed engineers at Hamlin's for inspection and approval before Ben installed them alongside his car's fresh bottom end.

provided Ben with the perfect excuse to treat his Bravo II as a weekend plaything that he could tinker with at will, and he turned his attention to its bodywork accordingly.

"An MoT advisory highlighted a patch of corrosion that had made itself known on one of my Fiesta's sills," he explains. "I contacted Richard Walters at JW Automotive in North Petherton (www.jwautomotive.co.uk) hoping that he would be able to squeeze the required remedial work into his busy schedule," he confirms. Richard spends his time restoring classic Fords and painting outlandish drag cars, yet he was more than happy to accommodate Ben's request. Better still, recognising the less-than-ideal condition of the Mk1's tired Strato Silver bottom half, Richard provided a favourable quote that resulted in the whole of the outside of the car being treated to fresh paint and brand new vinyl graphics.

Improvements continued with the introduction of Orbital Motorsport suspension-stiffening parts (adjustable lower arms, front and rear strut braces and an uprated rear anti-roll →



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MK1 FIESTA



Astrali steering wheel is straight out of the '80s Ripspeed catalogue, and is all the better for it.



RS option 6x13 alloys are from the later Mk3 Fiesta.



Ben's Mk1 Bravo has now gained 90-spec Recaros.



"THE 1660 ENGINE GAVE ME THE EXCUSE I NEEDED TO UPGRADe THE GEARBOX"

SPECIAL EQUIPMENT

Ford's special projects engineers took the facelift Mk1 Fiesta L and decorated it in eye-catching twin-tone paint when creating the Bravo II; a lower body covered in Strato Silver coupled with a top half dressed in Titan Blue, Cardinal Red or — like Ben's car — Crystal Green were choices offered to Fiesta fans at the model's original point of sale (with engines including 950cc and 1.1-litre Valencias or the pokier 1300 Crossflow available to choose from). Colour-coded upholstery with Shark Grey seat surrounds, a four-spoke steering wheel and additional soundproofing were all standard features of the Bravo II. 4000 examples of the special edition were produced, although few survive to the present day, possibly as a consequence of Ford's decision to offer chassis undersealing as an optional extra!

bar) while Mk1 XR2 dials, an Astrali three-spoke steering wheel and Escort Series 2 RS Turbo front Recaros joined the colour-coded Truro fabric that inhabits Ben's Fiesta's cabin. He also added a set of XR2 brakes with grooved and drilled discs in advance of his pride and joy's visit to a local rolling road. "I'd covered 1000 miles of bedding in of the new engine before receiving a printout that registered 120 bhp and 119 lb.ft of torque," he beams. "I'm thrilled with those figures, and they gave me all the excuse that I needed to replace the car's original transmission with a beefier gearbox and diff!"

Bright future

Sure enough, a rebuilt Mk2 XR2 'box and an Escort Series 1 RS Turbo limited-slip differential now help to transfer this classic Blue Oval's amplified power to the asphalt, and with plans for wider wheels, engine bay detailing and more performance-enhancing airflow updates in the works, the coming months look as though they'll be just as exciting as the last five years have been for Ben's brilliant Bravo II. 

Tech Spec

Body

1982 Mk1 Fiesta Bravo II, replacement vinyl graphics, pre-facelift Mk1 chrome trim (bumpers, door mirrors, door handles), repaired sills, vintage AA badge. Paint: Crystal Green Metallic and Strato Silver

Engine

1688cc Crossflow, lightened and balanced crankshaft, 1300 pistons, ported and polished cylinder head, 41.3 mm inlet valves, 34 mm exhaust valves, steel rocker posts, Piper 285 camshaft, custom cam cover, twin 40 Dell'Orto DHLA carburetors, modified Ashley four-branch exhaust manifold, Powerflow stainless steel exhaust system with upswept polished tailpipe, high-pressure oil pump, polished catch can, recored Mk1 Fiesta XR2 radiator

Transmission

Rebuilt XR2 five-speed manual gearbox, Escort Series 1 RSTurbo limited-slip differential

Suspension

GAZ GHA front coil-overs, GAZ GT adjustable rear dampers, ride height dropped by 70 mm, Orbital Motorsport adjustable track control arms and rear anti-roll bar, Orbital Motorsport front and rear strut braces

Brakes

Fully rebuilt Mk1 XR2 front brake callipers, factory rear drums, grooved and drilled discs, performance pads

Wheels And Tyres

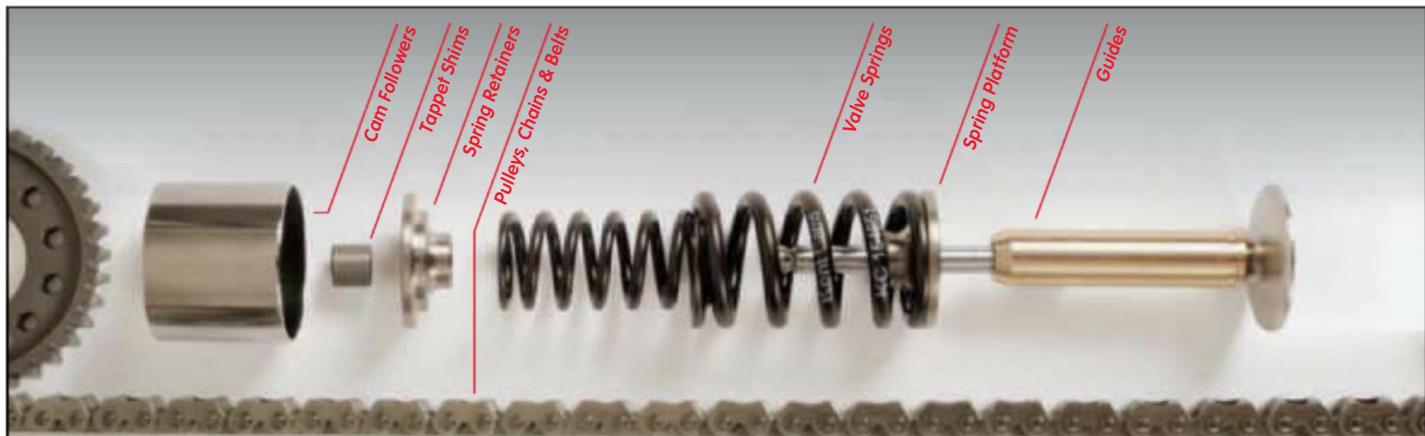
6x13 inch Mk3 Fiesta RS option alloy wheels, 165/55R13 tyres

Interior

Escort Series 2 RSTurbo 90 spec Recaro front seats, factory rear bench, Mk1 Fiesta XR2 dash clocks, Astrali Successor three-spoke leather steering wheel, radiator fan override switch, fire extinguisher

Thanks

My parents for allowing their driveway to look like a scrapyard, my mates (particularly Jimbo, Dave and Conor) for their ongoing help and the loan of their tools, and a big thanks to my girlfriend's dad, Pete, for assistance when I first started to work on the car



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Mk3 Cortinas park and pose at the Retro Rides Gathering.

CONTACT

Retro Rides Gathering

<http://retroridesgathering.com>



Mk2 Capri on Starmags is a feature car from way, way back. Great to see it still about.

HUNTING & GATHERING

Take one classic hillclimb venue, add in some fine and varied examples of retro machinery, and you've got the ingredients for a great show. Welcome to the Retro Rides Gathering.

Words and Photos Adrian Brannan

It may not be a Ford-only show, but this is one which should be firmly in your calendar every year.

The Retro Rides Gathering may have started as a fairly modest meet of forum members, but it quickly evolved into a mammoth show attracting thousands from far and wide. Not only are the typically impressive and rare guest cars on the hillclimb a draw, but the general relaxed atmosphere where anything old-school is welcome is what keeps the numbers growing every year.

For example, in the pits at the legendary Shelsley Walsh hillclimb which is open to all, you'll be as likely to park up beside a beat-up Yank pick-up as you are a Group B monster! Retro is the common bond, and that takes in something for everyone.

Sadly, this year was slightly blighted by a couple of downers. Firstly, the saddening spectacle of a Volvo V70R going up in flames in the retro parking area, and then moments later a torrential downpour of biblical proportions descended upon us. If only it had arrived 10 minutes earlier there may have not been such a spectacular bonfire!

Many may have scarpered after this Midday chaos, but the die-hards stuck around to defiantly wander the muddy showground, and spectate at the comically-slippery hillclimb. This show is only once a year, so why let the weather spoil the party?

We can only hope that 2016 event, which takes place on August 28, is a more typically sunny affair, but even if it's not, The Gathering is still the place to be!



LIKE YOUR CAR!

Lewis Tierney

Car: Capri Mk3

Quick spec: 1UZ V8, Edelbrock four-barrel carb, Nissan S13 rear suspension

Chat: It's become customary to have a late-night stumble around the campsite by torchlight on the Saturday before the show, to seeing what retro rides are parked up beside the mass of tents. Lurking in a dark corner we found possibly the most evil Capri in existence which featured some crazy details. After excitedly having a poke around the Mad Max bodywork and nosey at the healthy dose of Lexus V8 we agreed to meet up in daylight for a better look. What we saw in the morning was just as good as expected. From the staggered 9 and 10 inch Wellers to the separate fuel cell boot build right through to the seriously-grippy Nissan S13 independent rear. Even though fast drifting requires lots of mechanical grip, Lewis is still undecided, as the original Atlas rear end was more fun! It still looked fun though as even in the wet Lewis smoked up the startline hugely before snaking off up the hill to the sound of the Edelbrock induction roar. Brilliant.



Cortina Estate prepares to take on the hill.



Wheels maketh the car.



LIKE YOUR CAR!



Room to roam.



Steve Lloyd
Car: Escort Mk3
Quick spec: 1.8 Zetec, ZF LSD, four-linked
Chat: This Escort may have had many a late night spent on it during its four-year restoration, but looking at it now you wouldn't know. It even earned the nickname 'Project PG Tips' during the process, and that sounds much more like a methodical and considered hobby than any slap dash affair! It was originally intended for Steve's son to use in road rallying, but an accident got in the way so now the navigator's seat is the new plan for him in the near future. In the meantime though, the Escort's homebuilt four-link kit and Zetec transplant have been put through their paces at events such as the infamous hillclimb here at Shelsley Walsh, along with some much more sedate country excursions with a picnic packed in the boot!



Three-door Cossie must have been a handful up the hillclimb.



EVENT REPORT

RETRO RIDES GATHERING



Poor Volvo went up in smoke. Luckily, no-one was hurt.



LIKE YOUR CAR!



Work in progress.



Mark McVay

Car: Capri 2.8i Special

Quick spec: Turbo Technics conversion, Princess four-pot callipers

Chat: Capris may have once littered the streets, but as they became older and more sought-after prices unsurprisingly rise. Unusual models and low-milers become ever scarcer, but there's always still the chance of a find just around the corner. Mark McVay is one man who managed to add all these components together into this timewarp 2.8i Special. After hearing about a local Capri which hadn't moved for years, he was right on the case. A solid 2.8i Special with 61,000 on the clock is a great find in itself, but couple this to the added bonus of a hefty extra chunk of power Mark noticed on the test drive, which turned out to be a turbo conversion that the seller was unaware of – things have just got out of hand! Needless to say the Capri was snapped up, and on later investigation, it turned out to be a car which had been converted by Turbo Technics from new. The Capri is staying in the McVay family, and will be destined to be passed on to Mark's brother in the near future.



LIKE YOUR HEARSE!

Roberto 'Rocky' Torres

Car: Granada Mk2 Hearse

Quick spec: Hydraulic, 17 inch alloys

Chat: Roberto grew up in Las Vegas surrounded by lowrider culture, and even his first word as a child was 'hydraulics'! Life progressed along those lines, and now he has 20 years' experience of welding under his belt, as well as fitting air and hydraulics systems, which have become a mainstay of his business, Rockz Welding (check out www.facebook.com/rockzweldinguk). The Granada hearse is actually the first lowrider that's he's bought and built for himself, and he loves it so much he uses it as his daily! 'Juiced' cars are perfectly legal, but it's pretty obvious that owners are not supposed to play on the streets, but as Rocky says, "it's a part of life, and you've got to play with what you've got". Before the Granada, Rocky had fast cars and drift cars, but the obvious danger that comes with blowing off steam in those types of cars pales beside anything bad you can get up to in a chilled-out lowrider. There's nothing better than, "rolling along, getting everyone's expressions – it gives you a buzz". We can imagine!



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WICKED WHEELS

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Ken Block's Hoonigan Mk2 Escort
Photo Adrian Brannan



ClassicFord

Paul Wilmott's Mk2 Cortina
Photo Dan Sherwood



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<http://phoenixfairs.jimdo.com>

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www.dwyb.co.uk

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January 14-17
NEC, Birmingham B40 1NT, UK
www.autosportinternational.com

Newark Autojumble

January 31
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Granada L

Classic Fords restored: Vandalised while in storage, then left to the elements, the future of this base-model Mk2 wasn't looking too rosy, until Rob Squire saw the potential under that damaged bodywork.

Words and Photos Jon Hill



There are several clichés in the world of hunting down classic Fords, but perhaps the most common one is the finding the one-owner-from-new car complete with oodles of service history, brand-new, never-been-used spare wheel, and seat covers hiding perfect upholstery.

Rob Squire's Mk2 Granada L may have fitted that bill when he bought it, but despite ticking all those boxes, it was far from being in good condition.

The owner before Rob used to show this car, and to say he was proud it's like saying Andy

Murray was quite pleased at winning Wimbledon. But life's a bitch, the owner fell ill, and the Granada was parked in a council lock-up, where sadly unbeknown to the owner, for two years it became a magnet for every rock, bottle and brick that could be thrown through the gaps in the doors.

When the damage was discovered, the car was moved to the owner's drive, where the weather did its worst. The paint faded, the dash became cracked and the Granada generally deteriorated into one very sorry state. Heart breaking for someone that still saw the car as his pride and

joy, but then he didn't bank on our Rob. Now, Rob has more than a soft spot for classic Fords — he loves them and everything he's got is near mint.

"I'm building a Cortina Crusader for drifting, but it's got a bit stalled and I was seriously missing a big saloon," he says.

Fate intervened and Rob spotted the Mk2 for sale locally, as the owner realised it was never going to go back on the road with his name on the logbook. Plus he'd quite like to be rid of the banger racers that seemed to be ever-more interested in acquiring it. ➔

"THE GRANADA BECAME A MAGNET FOR EVERY ROCK, BOTTLE AND BRICK THAT COULD BE THROWN THROUGH THE GARAGE DOORS"



H E R I T A G E



The Granada wore the standard sculptured steels for our shoot, but it normally runs around on banded items.



The 2-litre Pinto ran great.
Even so, Rob replaced all
the gaskets and detailed it.

**GREAT 'PLATES**

Details make a car and even small touches turn the tide of difference between a good restoration and a great one. Those period-correct numberplates look oh-so right. Sourced from Polar Automotive (www.classicplatesonline.co.uk), they look spot-on, and there are more touches around the car. Maybe not the seat covers, though.

Checked out

"The owner was very wary, though — he really didn't want to sell the car and I realise now that I was seriously vetted. I had to promise faithfully I'd restore the car, and bring it back to show him."

"Its appearance was awful, the worst I've ever seen, but the more I looked, the more I realised how good it actually was — and despite the dents, it was almost rot free; unbelievable, in fact."

The first job was to get it running, and as you've probably noticed, it's a 2-litre and a base model at that. It fired up almost straight away, but it's had all new gaskets, brakes and even a new exhaust.

The original paintwork took a whole week to bring back to a decent state, and there have been areas on the body that Rob's had to have blown in — the bonnet was pretty bad, but amazingly all the dents have come out and it's been repainted.

"Really weird stuff had happened to it when it was in the lock-up like a cut front bumper — it looked like an angle grinder gash." But he sourced another good one — some of the banger boys actually love Granadas and two in particular have been really helpful — Julian People and his mate, Jeff. "They have their own great cars and they're interested in helping you get yours back up to spec. Its weird, people almost give you stuff because they know it's going back on a Granada."



The L-spec trim is pretty basic, but this just adds to the appeal of Rob's car. It was all present and correct, but he needed to replace the cracked dash.



Original radio is as basic as it gets. Still works, though!



Cloth interior survived the vandalism, thankfully.



Being a base model makes Rob's Mk2 a real rarity.

RESTO LOG

Once a show car, this Mk2's fate could have been sealed when it was first vandalised, then exposed to the elements. Fortunately, Rob could see its potential as a great classic Ford.



Faded paint, dented bodywork — when Rob first saw the car, it didn't look great, but it was almost rot-free.



It took a week of careful cutting back to bring the faded paintwork back up to showroom-standard.



After such a long lay-up, Rob needed to replace or recondition the safety-critical items like the brakes.



Finally, Rob got some new, slightly lower springs made up — he doesn't do completely standard!

"WITH ITS STANDARD STEELS FITTED AND BLACK GRILLE, ROB'S GRANADA LOOKS VERY MUCH LIKE AN ORIGINAL FORD PRESS CAR"

Winning formula

As keen as he was to preserve it, Rob does have a formula for building a car:

"It has to be lowered and I got South Yorkshire Springs in Rotherham (01709 375375) to make me a set of -35 mm coils all round," he explains. You've seen the banded steels too, made by Rob's good friend, Gavin Smart (07979 865523). The wheels are not quite right yet, though. "I'll switch the fronts to the back, and reduce the fronts to 1.5 inches wider," he says.

With its standard wheels on, and the original black grille (it was red when Rob got the car) it looks very much like a Ford Press car, but then as Rob says, "I don't want it too mint because I'll never use it."

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EVENT REPORT

FIESTA MK1
MEET



Retrimmed Scheel seats in Carla fabric are a great touch.

"THE FIESTA MEETS WHICH HAPPEN OUTSIDE THE MUSEUM PROVIDE A MORE PERSONAL AND INTERACTIVE EXPERIENCE"



CONTACT

www.fiesta-mk1.co.uk

RIVERSIDE Fiestas

Not even the UK weather could prevent a stunning line-up of Mk1 Fiestas from taking front of house at Glasgow's transport museum.

Words and Photos Adrian Brannan

The Mk1 Fiesta Forum has traditionally had a big meet in Scotland — drawing in members from all over the UK. For several years in a row it was at Loch Lomond Shores, but in recent times it has moved to the Transport Museum in Glasgow — or the Riverside Museum as it has recently been rebranded — and subsequently received a lot of stick from enthusiasts due to its odd design with cars being displayed high up on a wall display, leaving visitors both squinting and feeling disconnected.

In stark contrast, the Fiesta meets which now happen outside the museum more and more regularly are providing a much more personal and interactive experience than the dusty distant exhibits inside ever could.

On the day we might have had horrendous weather to contend with, but all the members may well have sparked some enthusiasm in the unsuspecting museum visitors who ended up also huddled under brollies chatting about just how great Mk1 Fiestas are!





Some things are best left alone.



Fiestas proved to be great distraction for the museum visitors.



LIKE YOUR FIESTA!

Gordon Laird

Car: XR2 RS2300

Quick spec: 2.3 i4 transplant, RS2000 brakes, 15 inch Fondmetal alloys

Chat: Eagle-eyed readers may recognise this XR2, as it was featured in the mag two years ago. Back then it ran a 2-litre, but recently Gordon has upped the game with a Scorpio 2.3, and a head fitted with Newman cams. Keeping the little torque monster in check are Mk2 Fiesta rear brakes and RS2000 fronts, and 7x15 Fondmetals with a larger rolling radius are now helping get the power down.



LIKE YOUR FIESTA!



It may have rained buckets, but that didn't stop a great turnout of Mk1s at the Riverside Museum.



Ken Brown

Car: 1300S

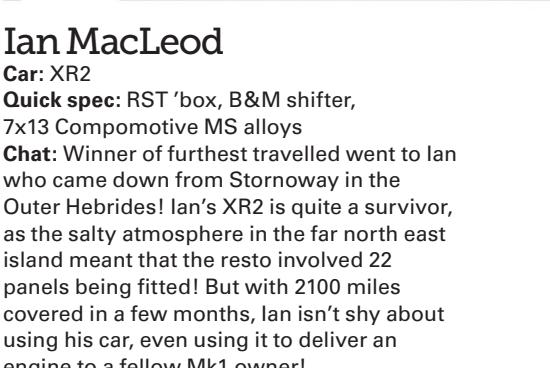
Quick spec: Repro graphics, Caribbean Blue

Chat: While the XR2 and Supersport tend to get all the love in Mk1 Fiesta world there's still plenty of other interesting models, too! The 1300S was a sporty model which was only produced in tiny numbers from day one. Keen to keep his car original, and unable to locate a replacement stripe kit, Ken — who also owns a Sinclair C5 — got to work with a week-long project of manually drawing out the seemingly infinite stripes on Autocad!



EVENT REPORT**FIESTA MK1 MEET****LIKE YOUR FIESTA!****Ian Watson**

Car: XR2

Quick spec: Restored to original spec**Chat:** Winner of Best In Show, Ian's is a genuine numbers-matching minter. You could even be fooled into thinking it was fully original, but it has in fact seen a three-and-a-half year resto! A full stripdown with the usual areas such as sills, arches and wings being seen to by the MiG. Even the interior had an expert retrim by Kelvin Coach Trimming & Upholstery, the engine a rebuild and the wheels a fresh diamond-cut**Ian MacLeod**

Car: XR2

Quick spec: RST 'box, B&M shifter, 7x13 Compromotive MS alloys**Chat:** Winner of furthest travelled went to Ian who came down from Stornoway in the Outer Hebrides! Ian's XR2 is quite a survivor, as the salty atmosphere in the far north east island meant that the resto involved 22 panels being fitted! But with 2100 miles covered in a few months, Ian isn't shy about using his car, even using it to deliver an engine to a fellow Mk1 owner!

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The image shows a classic red Ford Escort Mk2 from a side-front angle, driving towards the right. The background is dark and blurred, suggesting motion or a nighttime setting.

ST Fabrications

Classic Ford restoration

YOUR CARS

THE BEST OF WHAT'S DROPPED IN OUR INBOX THIS MONTH

CAR OF THE MONTH



Classic silver bodywork hides
a potent Pinto turbo motor.

Dawood Bawa

From: South Africa

Car: Mk1 Escort

Jealous? We are! This is Dawood's first car, and as a first set of wheels go, we reckon he's pretty much struck gold.

"It's all down to my father, Mohamed for making my dream car a reality, when he towed this into our yard," he reckons. "The car was immediately stripped and sandblasted before a full respray in silver, then I thought about what engine to use. I wanted a BDA but this is near-impossible in South Africa, so a 2-litre Pinto turbo was the next best option, and I've never regretted it one bit. Sourcing one from a

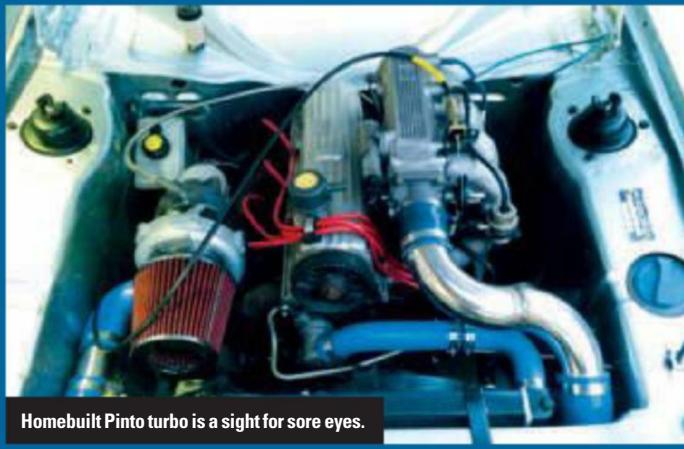
Sapphire, I fitted it with forged rods and Mahle pistons. The sump was used from a Escort RS2000, and a custom-made turbo manifold bolted on to fit a T34 turbo and 63 mm downpipe and exhaust. The engine runs on 95 Octane pump fuel at 0.8 Bar of boost and pumps out 180 bhp, with a switch hiding inside the car when we need that whole 1 Bar."

"The brake servo had to be removed to make space for the turbo motor and the master cylinder mounted directly to the firewall, although a Mk6 one had to be used, with Sapphire discs and callipers hiding behind 16 inch Compomotive three-piece split-rims.

"The entire wiring loom was stripped out and a new one installed, and to keep the dash neat and tidy we decided to go with the Mk2 switches with relay box installed for most of the components. I installed Pro Sport gauges for boost, water temperature, and oil pressure, and all wiring runs under the wheel arch to keep the engine bay as clean as possible.

"This entire project is all thanks to my father, my brother, Ahmed and uncles, Moe All and Abdulla.

"My next project — an XR3i — is currently at the paint shop. I'm definitely going Zetec with this one."



Homebuilt Pinto turbo is a sight for sore eyes.



Old-school Compomotive split-rims are a superb finishing touch.



Mário Camacho

From: Coimbra, Portugal

Car: Group 4 Mk2 Escort

"At the end of '70's I drove a Mk2 RS 2000, and 30 years later I decided to revive those great days by buying a rotten 1980 two-door," explains Mário. "The shell was sandblasted, then I had to replace almost every panel — boot, bonnet, wings, doors, you name it. A friend then reinforced the shell to Group 4 spec, and built it up with a six-point roll cage, forest arches, large radiator support, oil cooler support, large gearbox tunnel, large diff tunnel and so on."

"Meanwhile, I started to prepare a hot pushrod. I bought a 711M Crossflow, stripped it and reborbed it to 1660cc, worked the head to Stage 2 spec, installed a BCF3 Kent cam, new Weber 40s, ARP rod bolts, 13-row oil cooler, 4-2-1 Ashley exhaust manifold, and lightened flywheel.

"The engine sounded great but after a couple of years I wanted more power. In Portugal the most common power upgrade in an Escort is the Pinto, but I wanted to do something different, so I went to a scrapyard and found an old Vectra 2-litre 16-valve with an XE. It has the Coscast head and forged pistons, and after talking to my friends on Rectorcentro, we decided to build a 240 hp engine. It's been fitted with a Yukspeed sump and bellhousing for the Type-9 gearbox with a straight-cut, close-ratio Quaife gearkit, and linked to an Atlas differential with a 5.1:1 ZF LSD.

"A few months later the Red Devil finally saw the sun, and this engine and this Escort have made me so many new friends. At weekends, people come from all over to talk to me about this transformation.

"I still have another Mk2 1300 two-door to do, plus a pair of Mk1s, and an old Series One Land Rover. It's a proper English garage, but in Portugal!"



XE is an unusual conversion in Portugal.



Road and stage: MK2 has all the right gear.



Gold 8x13 Minilites are a great choice.



Group 5 Zakspeed Escort conquered many of the classic South African circuits.



2-litre BD engine now back in the bay.



Shell was carefully restored.

Pieter van Nieuwenhuizen

From: South Africa

Car: Group 5 Zakspeed Escort

"I bought this back in 2006 — sadly without the original 2-litre BDG engine and ZF gearbox — from Mike Budd who traced it and found the car in Cape Town back in 1990," explains current custodian, Pieter.

"From then on I've slowly but surely been sourcing all the original parts to restore this piece of South African pride, which won the Killarney 3 Hours, Wynns 1000, Castrol 6 Hours, and was the first South African car home at the 1982 Castrol 9 Hours at Kyalami."

"Most of the spares I found in the UK, and Johan Ferreira and myself rebuilt the Escort over a three year period when we had the time, including the dry-sumped BDG. It's still got the side-mounted radiator and pipes — I've just got to get it all sorted and running in — and the front-mounted aluminium radiator works very good in the South African hot weather."

"The car was awarded most significant race car in 2014, and South African historic racing rules state that it must stick to the original specifications, even the paintwork and sponsors decals. Sadly, without any support from those sponsors, it is absolutely impossible to race this fully-restored race car!"

Bob Sinclair

From: Te Awamutu, New Zealand

Car: Mk2 Cortina

"My Cortina may have been rusty, but the great thing in its favour is I'm only the second owner!" explains Bob. "It sat outside with a cover over it for 20 years, hence the corrosion! The project took me three years of weekends, and I'm particularly proud of the work on the bonnet. I had the plates formed, welded them in place, then beat and filled them. To get the Mk2 to move along, I fitted a twin-choke and freeflow manifold. I've left off the chrome, but it would be a simple job to return it to original.



Bob's chuffed with the end result.



Loving the front bench seat!



Period alloys are a great touch.



Mk2 was in need of work when found.



Bonnet was repaired in sections.



1600 Crossflow has been warmed up.

YOUR PROJECTS

Classic Fords being built in garages, workshops and on driveways!

**John Parkin**

From: UK

Cars: Mk1 Escort

If the thought of restoring a truly-rotten Mk1 Escort van like Dale Morgan's featured in the January issue is proving too much for you, you could always import one from slightly warmer climes — just like John has done, bringing this commercial over to Blighty from Cape Town in South Africa.

"I'll admit, the import procedure was a minefield, but I've pretty much done it all by myself, with some help from a friend of the family," admits John. "I'm a plumber by trade and plan to restore the Mk1 and use it as my works van. The Mk1's original colour, as per the chassis plate, is Skyview Blue, which must be a really rare colour for a Mk1, let alone a van."

We can't wait to see this one doing the rounds!

**Martin Schulz**

From: Germany

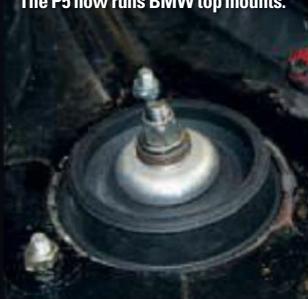
Car: Taunus P5

"In the UK you got Escorts, Fiestas and Cortinas," says Martin, "while here in Germany we got the Taunus — like my P5. I bought it about seven years ago out of a barn and totally messed up with a 2-litre V6 that didn't even run."

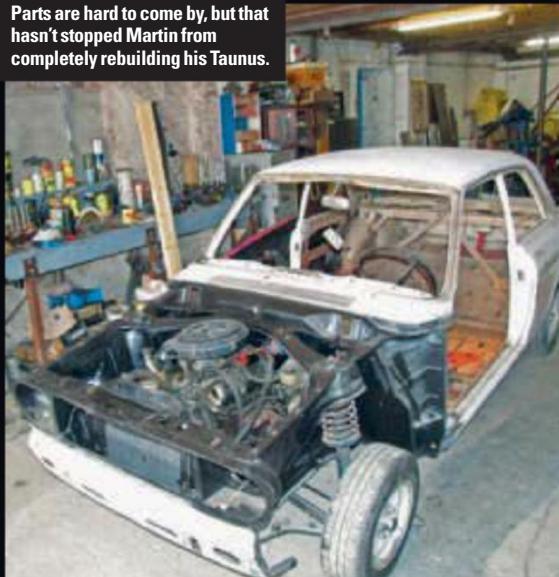
"I stripped the car down and replaced everything, getting it running in time for a drag race at Wilhelmshaven. I lost totally, and knew what I had to do — start all over again. I got a 2.8-litre V6 complete with a 38/40 Weber carb. I cut off the front metalwork behind the chrome grille to let more airflow in, and fitted a new clutch, steel exhaust manifolds with insulating wrap, twin-exit system system from a P7 Taunus, and a 3.44 rear axle with trailing arms I made up myself."

"Parts are really hard to find, so the front springs are from a BMW E30, the top mounts are from a Mk7 Escort, and the track rod ends are Mercedes Benz W123. The wheels are also Mercedes. Am I almost done with this old car? No. I'm now after a 2.9-litre engine and four-barrel 390cfm Holley carb ready for next summer."

The P5 now runs BMW top mounts.



Parts are hard to come by, but that hasn't stopped Martin from completely rebuilding his Taunus.



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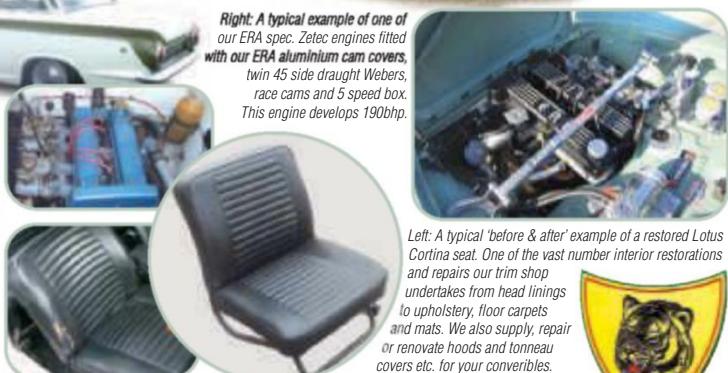
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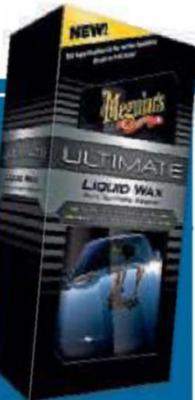
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LETTER OF THE MONTH

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LOST AND FOUND

In a recent house move I unearthed a few old photos of some Fords I previously owned. The red and beige Capri was a Broadspeed Bullit prototype, tested by Autocar with a 0-60 of under 6 seconds and a 150 mph top speed. The Signal Yellow Mk2 RS2000 was stolen. Someone nicked the wheels and trim, but I got the car back! And the black Capri was a genuine RS3100...

I wonder where they are now?

John Bell
West Yorkshire, UK



Broadspeed Bullit was ex-press car.



Genuine RS3100 hiding under those stripes.



Ford in a fiord — geddit?



Mk2 RS lost its wheels, but at least John got the car back.



In the build

Love the magazine! I was wondering — with all these quite astonishing cars that are appearing on the scene, how about a feature on how they were actually built? Most people these days take photos of the build, and being a mechanic myself I'm still learning stuff that I find helpful with my own builds! Here's a photo (above) of one of my previous creations.

Rob Davis
Email



Rising star

Just thought I would fill you in on what's happening north of Luton!



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Our Adam (Milner, whose Mk1 Escort you featured in Summer 2009) is making quite a name for himself forest rallying. Adam and I started our rallying attack three years ago by building a Mk1 Mexico to the best spec we could. With an all-steel Scholar 1600cc Crossflow and a strong, light car, we thought we might be able to beat a Pinto or two, but he now regularly beats BDG Group 4 Escorts!

We have done three rallies: the Scottish in June where we finished 23rd and won the class; the Trackrod Historic in September finishing 11th overall and winning our class by over 5 minutes; and the Malton Forest Rally finishing 12th overall and the class by 5 minutes.

Adam seems to be the talking point of the historic competitors and Motorsport News said he was the sensation of the Trackrod Historic Rally!

Roy Jarvis
Ralby, North Yorkshire

**Wrong way round**

Regarding your Expert Clinic tech advice in the December issue:

The insert of a Bilstein strut is not removed from the bottom — it is just attached also to the bottom of the strut.

The master cylinder sizes to be used on a Mk2 with AP four-pot callipers at the front and Sierra callipers at the rear are 0.625 inch for the front and 0.75 inch for the rear, and not the other way around like you suggested.

Leon van Mellekon
The Netherlands

Wrong way round 2

In the November issue I was confused when reading the rear-wheel-drive Fiesta feature where you stated that the ST170 engine was turned through 180 degrees. On my Anglia the Duratec only needed turning through 90 degrees. Where have I gone wrong? I tried turning it 180 degrees and it was still front-wheel-drive but with the gearbox on the other side.

Mike Howell
Email



Richard Binns: Our Mk1 Escort which is soon to be complete — Jamaican-style!



George Brimble: My first car, a Bravo 2. I saw one at Simply Ford and wanted one ever since.



Shaine Croucher: the Prefacelift all cleaned.



Ivan Buriev: Fiesta MK3 with Cosworth rims in Bulgaria.



Dave Talbot: My classic Ford Merkur XR4Ti with RS500 bodykit.



Wayne Burnham: My 1976 Granada Mk1 Estate.



Alberto Rodrigues: Mk3 Cortina project with a 24-valve V6.

NEXT ISSUE

WHAT'S COMING UP IN THE MARCH ISSUE OF CLASSIC FORD

Next month

See these and much more in the March 2016 issue of the biggest and best-selling Ford magazine!



Contents correct as we go to press

HEAVENLY BODIES

Find out what a modern induction set-up can do for your classic Ford

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Boreham's last dash



PLUS

FIESTA BUILD

Mk1 prepares for the B-road



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Devil 650 SS*	12.4-31	£129.98	£167.98	£155.98
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Fit it

Adjustable Panhard Rod

Lower the rear of your Fiesta and wheels often touch arches. The problem's the Panhard rod, and the solution's replacing it with an adjustable bar.

The Panhard rod is a bar which runs across an axle and is there to control lateral movement – so the wheels don't move side to side. It isn't always a feature on every classic Ford, but it's essential when a live axle is converted to a four-link and coil-over rear suspension in place of leaf springs. It is deemed necessary on the Fiesta too, but there are a few issues with the standard bar – see the boxout — because there's more than one type.

The majority of the problems with standard bars become apparent when the car's lowered — the wheels stick out one side more than the other, basically because the bar's too long. What you need is either a shortened bar — but how do you know the length you need? — or better, an adjustable one that can be altered as necessary to fit the car you're building.

Info

Tools required:
Spanners, socket set,
releasing fluid

Time taken: Allow up to a couple of hours including setting up

Thanks:
Orbital Motorsport,
www.orbitalmotorsport.co.uk

So far in this series, we've been dealing with Matt Barton's base-model Mk1 Fiesta. A great project car because his intended Zetec conversion and suspension tweaking means it needs virtually everything modified to cope.

The trouble is, Matt's already swapped his Panhard rod simply because someone jacked it up by the bar, which is now, obviously, bent. Rather than fit a standard replacement, or indeed source a second-hand XR2 item, he chose to replace it completely with one of Orbital Motorsport's adjustable pieces.

These are well-made and came about because Orbital Motorsport's Darren Silver needed adjustable components for his Fiesta track car, and if he needs it then other people do too. Since Matt had already done his, Darren offered to refit a stock bar on his track car, then

take it off and fit one of his products — hence why the rest of the suspension's adjustable — we'll come onto that later.

It's a pretty straightforward swap — the only real issue is getting the old rusted bolts out, which can result in plenty of swearing!

"THE PANHARD ROD IS THERE TO CONTROL LATERAL MOVEMENT SO THE FIESTA'S REAR WHEELS DON'T MOVE FROM SIDE TO SIDE"



OUR CARS

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JJ gets The Mutt ready for the season with some expensive safety upgrades.

EXPERT CLINIC

Got a tech problem? Our team of experts are here to help.

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BUYING GUIDE: ESCORT XR3

118

All the facts you need if you're looking to buy a tip-top Mk3.



FIESTA PANHARD RODS

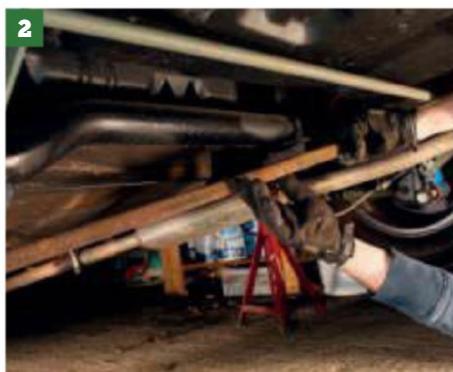
There are two main types of Panhard rod on a Fiesta — the base models use a U-section channel, while the XR2 has a solid, round bar — this is the most desirable as it's far stronger. The base-model version has a tendency to rot out which obviously weakens it. It can be so much that the bar fails altogether, resulting in a wayward back end, which can be dangerous.

As we've already mentioned, standard Fiesta bars are fixed length, which causes issues when the car's lowered, pushing the wheels out further one side in relation to the other — we'll come on to this bit later. The effect is that the wheel on the passenger side will catch the wheelarch lip, although it's a good idea to roll it anyway, and so adjusting the bar will pull it back into line. Darren also said that, according to the tyres you fit, they may also touch the driver's side trailing arm, too.

The solution is an adjustable bar. This has a central adjuster, which allows the width to be changed with just one spanner, although you'll need another to nip the lock nuts up. The bar comes painted and is complete with urethane bushes to replace the originals, which seriously tightens up the slop.



Once the car's jacked and on axle stands, we can start undoing the fixings — bottom bolt first, which is the one connected to the axle.



Take the bolt out and let the bar drop down to the floor.

Then it's up to the top — the body fixing — and remove the bolt. Then the bar can be wiggled out of its housing and removed.



4
Side by side, you can see the difference in the two bars — the new one, Darren's made slightly shorter, with an adjuster in the middle, so it can be wound to be longer or indeed shorter than the original, covering all bases.



5
The first thing we need to do is set a baseline, so we need to adjust the new bar to the original width. Place the two side by side and put the new fixing bolt through both rod ends.



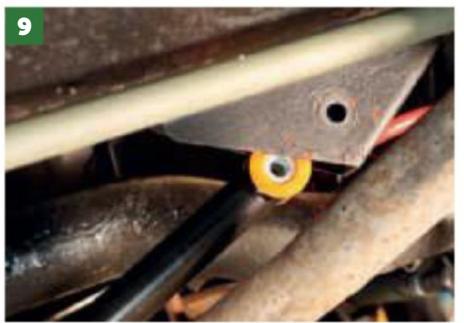
6
In the centre is an adjuster, which has a left-hand thread in one side and a right-hand in the other which means...



7
...you only need one spanner to adjust it — simply wind the adjusting nut and the bar expands to length — or indeed, contracts.



8
Darren wound the bar until he could do the same with the first bolt and rod end — when the bolt fits in the other rod end, it's the right length! Go fit.



9
Fitting is the reverse, but it'll need a bit of wiggling to slot the new urethane bush into the top (body) fixing. It might be an idea to clean it of any built-up crud first!



You may need to use a slimmer screwdriver shaft to help align the two bolt holes before fitting the new fixing bolt supplied.

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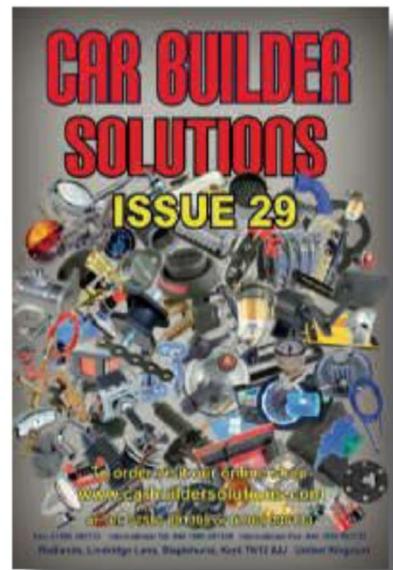
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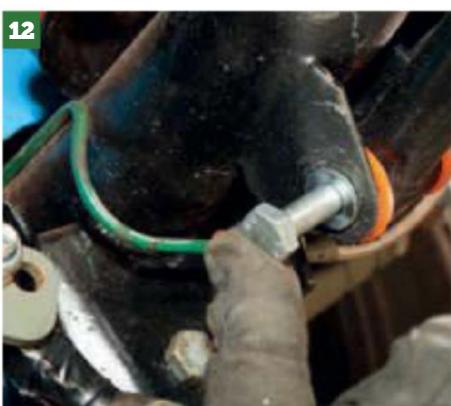
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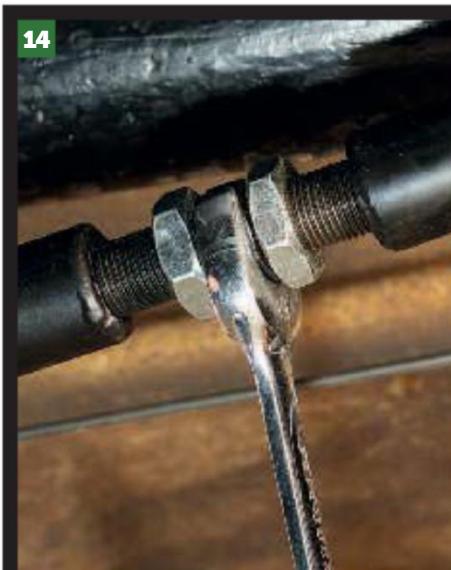
Next we move to the axle fixing, which may need some persuasion with a rubber-faced hammer and a screwdriver again.



The bolt goes in next.



Although you can do the fixing up, it's not advisable to nip it up tight just yet — see below.



ADJUSTING THE PANHARD ROD

What follows now is a system of lowering the car back down to earth, adjusting, then jacking it up to relieve the tension on the wheels, then maybe repeat until it's right. First you need to determine how far one wheel sticks out compared to the other — you'll need a spirit level on the wheelarch and a ruler measuring from it to the centre of the wheel.



It should be pretty obvious that one wheel's further out than the other — what you need to do is jack the car back up, then wind the adjuster in or out until the wheel is how you want it — preferably not touching the trailing arm or rubbing the wheelarch!



When you've done that, it's worth driving the car around the block gently to settle the suspension, check it again, then, when you're happy, go round and nip all the bolts up, followed by the centre locknuts.

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OUR CARS



It's got a BD, Minilites and clean bodywork — everything the full-size Mutt hasn't!



What's been done this month:

Built up a scale model of The Mutt

Next on the to-do list:

Buy a new helmet, HANS device, harnesses and seats, rebuild the new Pinto and refit the bonnet hinges

JJ's Mk2 Escort

It's new year, new gear time for The Mutt as safety regulations force our man JJ to dig deep. Oh, and say hello to The Mutt Junior, too.

Here we are — a new year and a new season. Hopefully the budget will go a bit further this year, and The Mutt and I can take part in a few more events.

We now have new regulations for rallying, which is going to cost a good bit more of my hard-earned pennies. I had dispensation to run the seats I had fitted last year, but now with the full introduction of HANS (head and neck support) devices,

the winter is the way my bonnet is fitted, as years ago when building the car we removed all the hinges. It was a good idea at the time, but current FIA regulations mean I need to refit the hinges or put four bonnet pins in. As the fibreglass bonnet is now nearly 15 years old and showing signs of weakness, it's got to go. I have ordered some new bonnet hinges, so I'll just add that to the welding list.

This year's model

Finally, as the shed was a tad cold and I found an old 1/18-scale Escort that I happened to have two of, I stripped one down to build into a Mutt Junior. It was a slow job, but it's now ready to get the stickers done and as it has a BD engine in it, that's my full-scale classic Ford's ultimate goal... We can all dream, right?

Good luck to you all in whatever you are doing this year. Until next time, keep 'er lit!

"AS BAD AS IT LOOKS, THE ENGINE WAS RUNNING 160 BHP BEFORE BEING REMOVED AND LEFT ON THE SHELF"

I have to go shopping — a new helmet, HANS device, seats and belts as well are on the list. A note of caution to all competitors — check the Snell (certification standard) dates on any new helmets and get along to a supplier and try out a HANS device before buying one, due to the differences in angles.

We also have to change the angle of the harnesses. They are currently 45 degrees to the floor, but now we have to weld or clamp a bar to the roll cage for a 20-degree angle. I'll be going for the weld option as I don't trust clamps, and more detailed information on Historic rally regulations can be found here: www.hrct.co.uk

Another one I got told to sort out over

Modern history

The plans for this year are already in one hell of a muddle — but the car will be staying Historic spec for the time being, and there's also a new Pinto motor to be picked up to strip and rebuild in time for the new season.

It's amazing what people have sitting around in sheds, as, as bad as it looks in the picture, it was running 160 bhp before having been removed and left to sit on a shelf.

It's not going to be mega power, but a fun one for displays and hopefully a tour to the Isle of Man in April, which we are looking to drive up to with another couple of Jersey-based classic Fords.



Below: it doesn't look like much, but this 'new' 205-block Pinto will soon be ready to drop into The Mutt for hooning around in 2016.



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EXPERT CLINIC

TROUBLE WITH YOUR FORD? SEND IN YOUR QUERY AND WE'LL SORT IT OUT



If you're upgrading to GT clocks in your XL-spec Mk1 Capri, it may be easier to use a Mk2 dash loom.

Capri wiring

Q I've got a facelift 1600GT complete dash, which I intend to fit to my Mk1 Capri, but I only have wiring for an early, pre-facelift, 2-litre GT XLR Capri. Can this be adapted to fit as they all used multi-plug connectors, or can I use wiring from a Mk2 or Mk3 Capri?

Also, if I put a 1700 Crossflow in, which axle would you recommend?

Which gearbox should I use? I was thinking of the five-speed Type-9 Sierra gearbox.

Finally, could you also give me the name and number of a supplier for roll cages and stainless steel exhaust systems in the UK?

Sam Hemmings
Email

A From your Email we have to assume that your Capri is either an L or XL model without the extra instruments. In that case, fit a Mk2 Capri dash wiring loom. Be warned though — it's not the easiest job in the world.

The Type-9 five-speed gearbox is a great choice, and it also means you can stick with the axle you've got.

With regards to roll cages, give Custom Cages or Safety Devices a call. They produce a number of cages for the Mk1 — for either road or competition use.

As for stainless-steel exhaust systems, there are absolutely loads of companies that will make them to order, but you could try Long Life and Powerflow in the first instance.

Electronic ignition

Q My car is a 1977 Escort with points and condenser ignition. Can you tell me where I can get a contactless ignition system from?

Also, would it be possible to fit the Capri 2.8i wheels and tyres (205/60R13s) under my standard Mk2 arches?

Graeme Hathaway
Email

A You could either find a XR2 Mk1 distributor and rob the bits from that, or fit an aftermarket kit, such as

Aldon's Ignitor, H&H Ignition Solutions' module, and Lumenition's Optronic or Magentronic systems. They're all dead easy to fit and the H&H, Ignitor and Optronic all hide under the distributor cap, so you can't tell they've been fitted. We covered fitting H&H's kit in the December 2015 issue.

Yes, the Capri wheels will fit under the arches but if it's been dramatically lowered you might have fouling problems at the front with those tyres so swap them over for some 185/60R13s.

Contacts

Aldon
Automotive
01384 57253
www.aldonauto.co.uk

Ford Anglia
105E Owner's Club
07970 757698
www.fordanglia105eownersclub.co.uk

Custom Cages
01327 872855
www.customcages.co.uk

H&H Ignition Solutions
01384 261500
www.h-h-ignitionsolutions.co.uk

Lepsons
01634 580582
www.lepsons.com

Longlife
www.longlife.co.uk

Lumenition
020 7403 4334
www.lumenition.com

Powerflow
01308 425895
www.powerflowexhausts.co.uk

Safety Devices
01638 713606
www.safetydevices.com

Vehicle Wiring Products
0115 9305454
www.vehicle-wiring-products.eu



Resto book

Q I have just acquired a 1959 105E Anglia, which has been resting in a garage for the past 42 years.

There are some surface rust spots all over the bodywork, but no perforation except for the two front wings, so it will all be resprayed, but I need to properly sort out the rust and pitting on the chromework.

I am looking for guidance on how to restore it, as I hope to do this myself. Can you recommend a book on the restoration of a 105E. If you can give me any other information, I would be very grateful

Ivan Brown
Newry, UK

A Probably the best book you should look out for is Restoring Small Fords by Tommy Sandham. It's not exclusively about 105Es but there's a lot of useful info in there that relates to them.

It's been out of print for a long time, but good, used copies come up for sale fairly frequently — keep an eye on internet auction sites, and also Waterstones Marketplace.



Most modern electronic ignition kits are hidden under the distributor cap.



We would also recommend joining the Ford Anglia 105E Owner's Club if you haven't done so already. Not only are they great for advice, they also have a superb range of new parts.

Sport dash

Q I've just bought a Mk2 Escort 1300L and I want to know if I can fit a dash from a sportier model. Is it difficult?

Also, the square headlamps at the front are poor to say the least. Is there a Halogen conversion available for this type of headlight? At the moment it's got sealed-beam units.

Marc Palmer
Email



Upgrading to the Mk2 Sport/Ghia dash pod is (almost) a plug-in job.

LASER WHEELS

Q I own a 1985 Capri 2-litre Laser. It's my first car and is in really good condition for its age. It's only had one owner since new with 76,000 on the clock and he has really looked after it. I want to keep the original four-spoke alloys, but they've taken a beating. Is there a company that can recondition them and get them looking like new? They are badly scuffed, but not corroded. How much would I be looking to pay per alloy and what is involved in reconditioning them?

Luke Haines
Northampton, UK

A You've got two options. One is to get a professional to do the job for you. Try Lepson as your first port of call — the usual cost is around £65 per wheel.

The other option is to do them yourself — after all, Laser wheels are painted and

not polished, which makes the job easier (and cheaper). First, get a tyre firm to pop the tyre off the rim so that they are still on but loose (if they've been taken off completely, the tyre fitting machine damages the new paint on the rim).

You can then spend a day rubbing the wheels down using a file to sort out nasty marks and we've used plain body filler to fill marks and small dents before.

Rubbed down super-smooth, you can then prime them with aerosol primer filler, wet flat them again and paint them in aerosol Ford Strato Silver.

Apply about seven or eight very light coats and not two thick ones. Finish off the next day with a few light coats of aerosol lacquer and you've got tasty four-spokes for not much cash.

QUERY OF THE MONTH

A Yes, you can fit the dash from a Sport, Ghia or RS. The wires going into the dash are all the same, but they are in different positions in the multi-plugs, so you'll have to swap a lot of them over. You'll also need a power feed from the coil for the tacho, as well as the oil feed pipe for the oil pressure gauge.

As far as we know there are no Halogen conversion kits for square

lamps. Instead, you'll have to convert over to the Mk2 round headlamps and grille and then buy a fitting kit from someone like Vehicle Wiring Products.

Here to help!

Problem with your classic Ford? Email your query to classicford.ed@kelsey.co.uk or write to us at the address on page 5.

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On test: STUD EXTRACTORS

Seized studs require careful removal to prevent them snapping, and using the correct tool makes damage and subsequent repair less likely. We put five to the test.

Photos Gerard Hughes



At some time during classic Ford ownership you'll encounter a stud needing careful removal. If it's been in-situ for decades, there's a strong chance it will be seized.

The traditional double-nut method is perfectly adequate for studs not seized, however, you risk stripping the stud thread if more purchase is needed on a stubborn stud.

Stud extractors (also known as pullers) grip the stud and reduce or remove the danger of stripping the thread. Some are designed for use in-situ and prove their worth when used on damaged, partially snapped or stubborn studs.

In addition to removal, they can be used for assembly to ensure a gas or air-tight seal.

A useful addition to any tool box, but which is best?

HOW WE TESTED

The test was conducted on a cylinder head and inlet manifold. Both were unknown quantities, but never having had studs removed during our ownership.

An old trick when using penetrating fluid is to clean the stud/block join as thoroughly as possible first, then create a reservoir around the stud using a Blu Tack-type adhesive. Keep the reservoir topped up for at least 24 hours prior to removal.

The extractors were then used on individual studs to remove and refit, all the while assessing how they fitted, coped and felt in use.

The key areas that came to the fore were the

method of gripping the studs, how much you could see of the stud when in use and how much feedback the extractors gave to prevent over-exertion of force.



Contact: 0115 9565555
www.machinemart.co.uk

CLARKE PRO FOUR-PIECE SET

Metric 6-12 mm studs socket-style set. Requires 1/2 inch socket drive or 21 mm spanner. Metal storage case included. Overall, they worked well and removed the stud. It was very marked by the grip pattern, but it worked.

We like:

- ▲ Useful for confined spaces
- ▲ Long studs pass through

- centre of socket when used with a spanner
- ▲ Extractors were easy to fit to the stud
- ▲ Released the stud from its grip easily after it had been removed

Also worth considering:

- ▼ Grips caused the most stud marking on test

SCORE
6/10

£20.39



Contact: 01284 757500
www.sealey.co.uk

SEALEY FIVE-PIECE GO-THROUGH SET

Metric size sockets for 6-12 mm studs. Features a go-through ratchet design, similar to the Clarke set. Worked well without any fuss. Better stud grips than the Clarke design. Handle edges can be uncomfortable without gloves.

We like:

- ▲ Useful for confined spaces
- ▲ Long studs pass through centre of socket

- ▲ Sockets are easy to fit to the stud
- ▲ Released the stud from its grip easily after it had been removed

Also worth considering:

- ▼ Ratchet drive only, no socket drive
- ▼ Ratchet spanner not that comfortable without wearing gloves

SCORE
7/10

£47.94



Contact: 02380 49433
www.drapertools.com

DRAPER HEAVY-DUTY STUD EXTRACTOR

Suitable for 6-19 mm studs (1/4 inch to 3/4 inch). Comprises of a simple gear wheel that grips the stud as the extractor is tightened. Operating force applied to one side of a stud, unlike the others tested that apply a uniform force to a stud.

We like:

- ▲ Long studs pass through centre of socket
- ▲ Easy to fit to stud, though moving parts not as contained as others tested
- ▲ Released the stud from its grip easily after it had been removed
- ▲ Good value

Also worth considering:

- ▼ Confined spaces might hinder its use
- ▼ Plenty of torque from ratchet so care required not to snap stubborn studs



SCORE
7/10



£30.55



Contact: 01926 815000
www.lasertools.co.uk

LASER AIR IMPACT EXTRACTOR SET

Two air impact extractors featuring 3/8 inch and 1/4 inch drives. 3/8 inch drive extractor suits studs of 6-12.5 mm diameter and 1/4 inch drive is for studs of 2-7 mm diameter.

We like:

- ▲ Easy to fit and very grippy
- ▲ Compact in use, though less so than the socket versions
- ▲ Drive sizes suited to not

- applying over-excessive force, even by air power
- ▲ Can be used with a spanner instead of a ratchet

Also worth considering:

- ▼ Small extractor not available separately if required
- ▼ Removed stud might require additional spanner to remove it from extractor

SCORE
8/10



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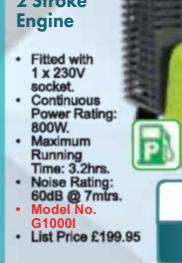
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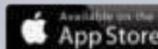


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- ▲ Excellent quality and value

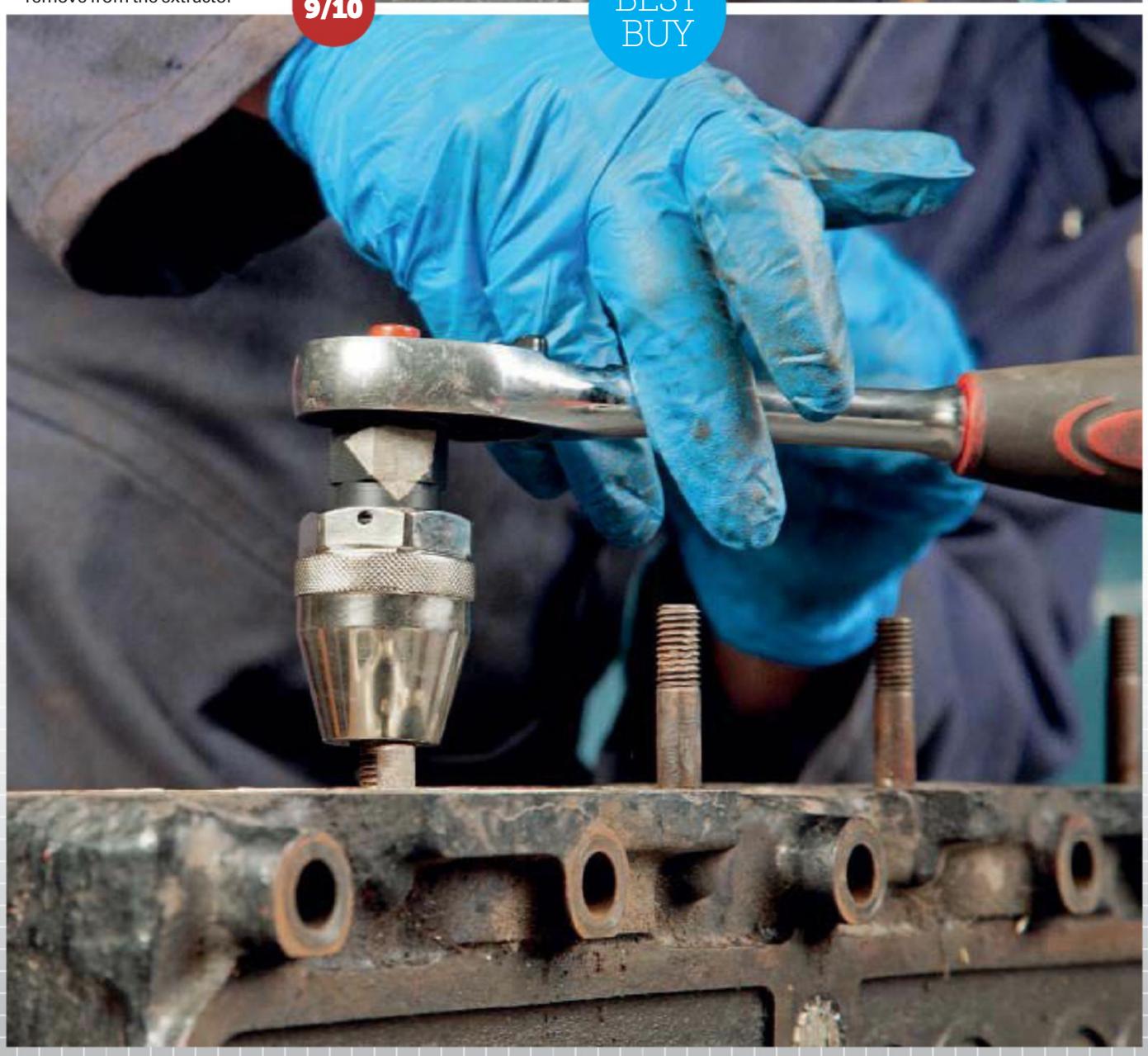
Also worth considering:

- ▼ Use with care on seized studs
- ▼ Removed stud might require additional spanner or vice to remove from the extractor

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SCORE
9/10





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ROUND TRIP

When Steve Kite went looking for kicks of an oval track-based flavour, the Classic Hot Rods series was right up his street. This Anglia is the awesome result.

Words Marc Stretton Photos Matt Dear



Steve Kite was brought up on racing. As a youngster, he watched his dad on the oval tracks of Britain, which led on to having a go himself in karts, competing in the same era that a certain Mr David Coulthart was starting out, too. After four years in the very expensive world of Formula Fords, Steve moved back to the ovals and has raced many formulas, starting out in a Mk2 Fiesta, then on to 2-litre Pinto Rods, and more recently in the Outlaws Series... but now he's found a new, and excellent race formula based around the legendary cars that used to be watched by millions of viewers on ITV's World of Sport in the '70s, and is loving it. Welcome to the world of Classic Hot Rods...

True Blue

It had to be a Ford for Steve, when he decided to go Classic Hot Rod racing, and early in 2015 he bought a project Anglia with a view to getting out there before the end of the 2015 season. His 105E was built for the series back in 2012, but only lightly raced, and then passed to another owner who, despite best intentions, didn't ever make it to the track.

"I did a deal with my modern race car and some cash for the Anglia, which came as a rolling shell, with the cage installed and a Sierra-based suspension set-up," says Steve. "The car must have been built up from a very nice base, because it was rock solid and shows little sign of ever having been welded."

"The rules state that any car racing has to remain all-steel, as they were in the '70s, but you can move the engine back for some weight distribution, which was one of the first jobs done on my Anglia. Although I run a garage (Autobarn) and race support business (Misty Racing), so am a competent welder, I have a genius mate, Ben Matthews of BM Fabrications, who carried out a bulkhead chop and rebuild, along with making up the repositioned engine mounts, a huge gearbox tunnel, an internal exhaust cover, reworking the cage, making up the complete exhaust system including the manifold, and designing and building up the steering column."

Fitting the wheelarch extensions (they are steel trailer arches, chopped in half) finished the bodywork and a fresh coat of black paint went on at Auto Mobile Smart Repairs in Horley. ➤





Original Anglia dash is long-gone. Even the steering column angle is radically different.

ABOUT CLASSIC HOT RODS

Classic Hot Rods started out in the early-2000s as a demonstration sideshow at National events as a homage to the cars and drivers such as George Polley, Gordon Bland and Barry Lee. But the reaction by the public was immense, which in 2005 led Garry Whitcombe, in association with race promoters Incarace, to create the Classic Hot Rods formula. Just seven cars competed in the first year, but numbers soon grew and, 10 years on, the 2015 season saw more than 40 cars registered, with all races having an entry of over 20 starting.

By far the most popular cars racing are, of course, the classic Fords with Mk1 and Mk2 Escorts plus Anglia 100E and 105Es dominating the grids, up against Viva, Chevettes, Avengers, Imps, Minis and there's also a Morris Minor out there. If you are of a certain age, the Classic Hot Rods are pure nostalgia. But it's not just for the oldies, as there are now many younger drivers entering the series, just because they love the look of the cars... well, who wouldn't? Check out www.classichotrodracing.com or www.facebook.com/ClassicHotRods



The Anglia has to look the part, so period signwriting is the order of the day, carried out by Simon Samways.



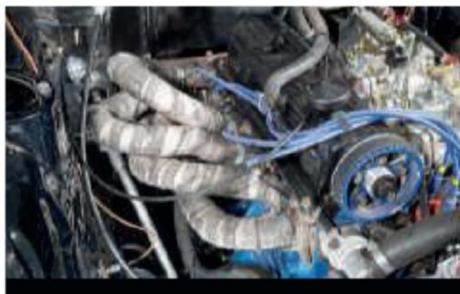
Race-spec Pinto is mounted well back in the engine bay to improve the weight distribution.



Cage dominates the interior. Note link bars, too.



Rear coil-overs are mounted to a bespoke frame.



Equal-length manifold is a tight fit in the Anglia.

"WE RUN DIFFERENT POUNDAGE SPRINGS ON EACH SIDE OF THE CAR, AS ALL OF THE RACE TRACKS RUN CLOCKWISE"

All black

"My race colours have always been black and orange," Steve says, "but this time I have gone all black and allowed the orange to be picked out in the race decals, which were made up and put on by Simon Samways of Samways Signs, who is another perfectionist and took the best part of three days working on the Anglia to get it looking as good as it is."

For the suspension, Steve turned to another proved Hot Rod expert firm, Shock Tec in Weymouth, which designed and supplied a custom set-up based around some Mk2 Escort Group 4 front legs with adjustable damping, and custom coil-overs at the back that top-mount on the cage as it runs across the rear of the Anglia. "We also run different poundage springs on each side of the car," Steve says, "as all the tracks run clockwise."

Braking is supplied by M16 callipers at the front and a disc conversion at the rear using callipers and discs from a Mk2 Fiesta van, there's a modified bias pedal box with twin Wilwood master cylinders, and new lines throughout. Over these



Some front: Steve's Anglia has some proper presence.

are bolted some 10 inch wide Compomotives, with the fixed-by-reg Avon A10 slicks,

Pinto power

Engines allowed in the series are either 1700 Crossflow or 2-litre Pinto, with most, like Steve, going for a Pinto — his built by Sussex Performance Engines (SPE). "You are allowed quite a lot of mods on the engine, and mine has a Cossie steel crank, Mahle pistons on H-section rods and a Kent Hotrod-spec cam. Everything is lightened and balanced, and the cylinder head is three-angle cut on the valves. You can also blueprint the head, but only if you run 32 mm chokes on the Weber carbs. Mine run 36 mm chokes, so that is not done, as I think the 32 mm chokes strangle more performance than blueprinting would give."

Steve's engine pushes out around 175 bhp and that is fed through the gearbox, a custom prop (made up as the engine is further back than normal) and into a standard Anglia axle with Tran-X LSD. "I use different final drives depending on the track but usually have either a 3.5 or 4.1 ratio in there," he says. "The gearbox is a Rocket 'box casing with Tran-X internals too, but there's only three gears in there — a first gear for getting off the line and two different sized second gear cogs with about 300-400 revs →



"ALTHOUGH THE RACING IS IMPORTANT, IT'S MORE ABOUT THE FUN AND THE BANTER WITH THE OTHER DRIVERS"

between them. On some tracks you swap between these, but on many, you just get into either one, depending on the circumstances and stick in that gear."

With a few races left to the end of the season, Steve and the Anglia took to the tracks mid-2015, and after a couple of teething problems things have gone very well, with a fifth place and two sixth finishes at the penultimate round at Huddersfield. And in the massive Best In British season finale at Wimborne in November a ninth place overall out of more than 30 starters shows lots of promise for 2016.

"Plans for the winter are for a four-linked Escort axle, and some engine tuning," Steve says, "plus a bit of weight loss for the car, as it's 730 kg at the moment. The limit is 700 kg, so shaving off a bit more should see me getting faster and, hopefully, competing for some overall victories."

"Although the racing is important, it's more about fun and having a bit of banter with the other drivers and their families at the meets, many of who have become good friends over the years. Bring on 2016, I can't wait." 



With a few tweaks, Steve has high hopes for 2016.



Compomotive CXRs are a whopping 10 inches wide. Avon slicks were mandatory for the 2015 race season. Arches are steel trailer ones, cut down the middle.



Tech Spec

Body

Anglia 105E bodyshell, modified bulkhead, fitted with custom roll cage with extensions through to front suspension towers and boot floor, wide metal wheelarches. **Paint:** black with custom race decals

Engine

Pinto 2-litre built by SPE, steel Cosworth crank, Mahle Pistons, H-section rods, Kent hot-rod cam, twin Weber 45DCOE carburettors, Sierra electronic ignition, BM Fabrications exhaust manifold and system, custom engine mounts, bespoke alloy radiator, Stant rad cap, alloy fuel cell and Facet electric pump in boot. **Power:** approx 175 bhp

Transmission

Rocket 'box casing, Tran-X hot-rod gearset with first and two second gears only, custom prop, English axle with Tran-X LSD, 3.5 to 4.1 final drive ratios used

Suspension

ShockTec modified Escort Mk2 Group 4 front coil-overs with single adjustable dampers, rear coil-overs mounted on to rear cage, triangulated rear axle location bars, Escort steering rack conversion, custom steering column

Brakes

M16 front callipers on solid discs, rear Mk2 Fiesta van discs and callipers, bias pedal box, lines running internally

Wheels And Tyres

Compomotive CXR 10x13 inch alloys, Avon A10 slicks

Interior

Kirkey race seat, TRS harnesses, custom dash with water temp and oil pressure gauges plus rev counter

Thanks

Spedeworth Aldershot for the photo location (www.spedeworth.co.uk), BM Fabrications (07717 216036), Dumpsport and Burton Power for parts support, Sussex Performance Engines (07754 654448), Simon Samways for the signwriting (07788 933546), Auto-mobile Smart repairs for paint (07787 552412), ShockTec for the suspension (www.shocktec.co.uk), Rocketts Car Sales, tyre sponsor (07804 568341), Ray Harding, fellow Anglia driver, for lots of help and advice, Ian Halstead, business partner at Autobarn for all his help (www.autobarnmotorservices.co.uk), and my wife, Mandy, for help, understanding and support at race meets



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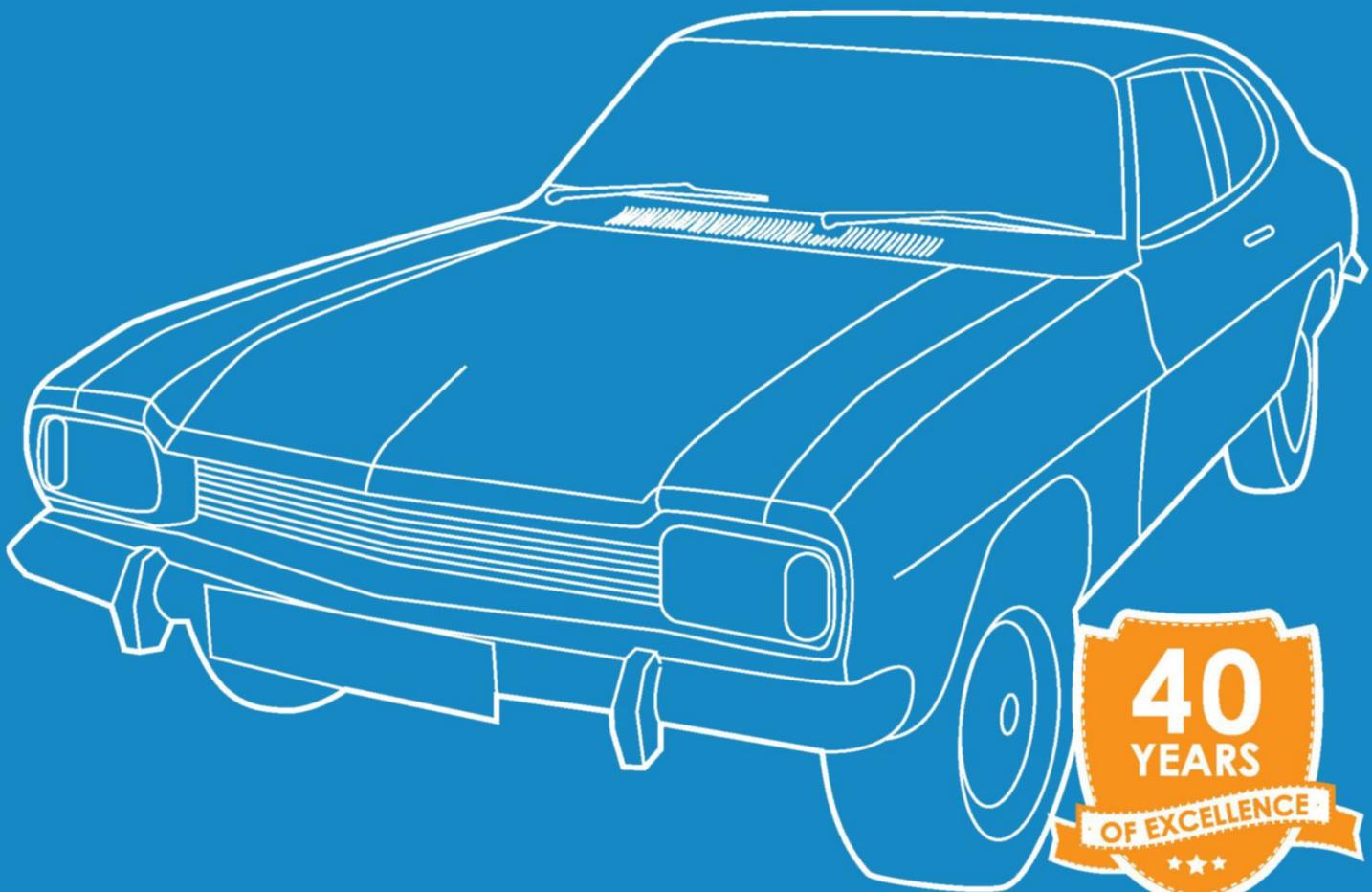
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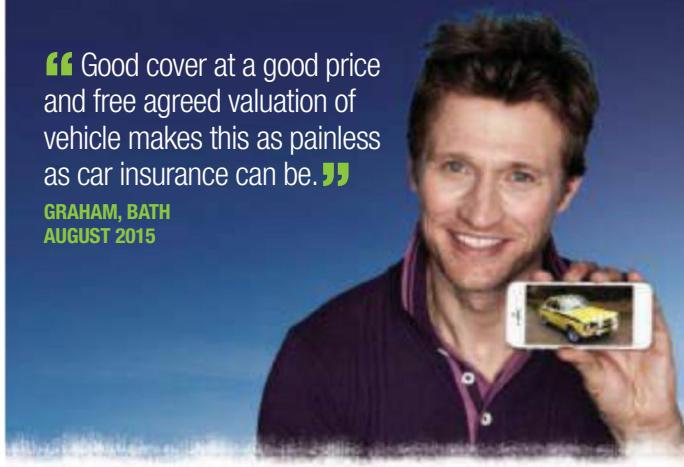
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BUYER'S GUIDE

MK3 ESCORT XR3 & XR3i

Ford's first hot version of the Mk3 Escort, the XR3 is now a desirable '80s classic. Here's what to look for.

Words Christian Tilbury **Photos** Adrian Brannan

Marking the arrival of Ford's new dynamic XR range and the first performance version of its Mk3 Escort, the 1980 XR3 was the manufacturer's answer to the Volkswagen's Golf GTi.

It wasn't as rapid as its German rival and diehard fast Ford fans were apparently upset that the new-wave Escort wasn't an RS and its driven wheels were at the wrong end, but the XR3 soon found favour with car buyers.

Simple but effective, the XR3's engine was nothing more than a breathed-on version of the 1596cc CVH motor in other 1.6-litre Escorts. With the addition of a twin-choke Weber DFT carburettor, hotter camshaft and freer-flowing manifold and exhaust, power was lifted from 79 bhp to 96 bhp.

The fitment of Bilstein gas-filled dampers, progressive

rear springs and a 22 mm front anti-roll bar ensured the XR3 had decent handling too, but the feisty Escort arguably looked even sharper than it drove.

Adorned with matt black rubber rear arch spats and front and rear spoilers, the exterior also featured matt black window surrounds together with colour-coded door mirrors and metal bumper sections. Most striking though, were the XR3's 5.5x14 inch four-dial alloy wheels that the vast majority of customers specified in place of the stock 6x14 inch steels.

Add in a sporty interior, not to mention plenty of practicality, and it's no surprise that the Escort XR3 was a massive success, its appeal only getting greater with the arrival of a five-speed gearbox in 1982.

Ford didn't stop there either, choosing to bless its flagship

Escort with fuel injection — as it had originally intended when sketching out the project — in October of the same year.

Equipped with the popular Bosch K-Jetronic system and benefitting from revised suspension and a beefed-up final drive from the Escort van, the resulting XR3i heralded the end of the XR3.

Quite the flyer, the XR3i sold in droves right up until the point it and the rest of the Mk3 range were superseded by the Mk4 Escort in 1986.

Considering the numbers sold, it's surprisingly difficult to find a good XR3 or '3i and it's easier to buy a decent Series One RS Turbo. Add this rarity to the iconic hot hatchback's many other merits then, and 3 could well be your lucky number if you want a performance Escort that won't break the bank.



THE OWNER

Rick Anderson

When it came to choosing a classic Ford, Rick Anderson's past experiences with Mk3s meant an XR3 was firmly in the frame. After a search, Rick unearthed his tidy 1982 example and since taking ownership he's done little more than enjoy it. In the pipeline, he's got plans to return it to factory specification, ditching the lowered suspension and reinstating the door locks. "It's not the quickest thing around anymore, but I think it still looks great – especially when you see the rubber spoiler reflected in the door mirror!" says Rick.



"REVEALED IN 1980 AS THE FIRST PERFORMANCE VERSION OF THE THEN-NEW MK3 ESCORT, THE XR3 WAS FORD'S ANSWER TO THE GOLF GTI"



INTERIOR

Early Laser fabric is rare but some specialist trimmers used to stock a reproduction version that's ideal to repair the commonly baggy and torn side bolster trim. Later cars' light-coloured Monza trim and fleck door panels are easily stained, although second-hand trim does turn up so it's not impossible to replace.

Plastic door bins of early XR3s break where they're screwed into the door and onto the trim panel, while dashboards crack around the heater vents and above the instrument panel – second-hand replacements costing upwards of £200. Distortion around the heater vents is common, as is the glovebox lid warping.

ELECTRICS

Earth problems cause the rear lights to be erratic, while aged alarm and immobiliser installations can also play havoc with the electrics. Original stereos are becoming increasingly sought after, although circa £50 is still sufficient to secure a working RST21P radio cassette, but replacing the driving lights, if fitted, is more costly – reckon on budgeting £150 for a decent second-hand pair.

BRAKES

Judder under braking and vibration through the steering wheel are the telltales of warped discs, while a slack handbrake and a pulling to one side are symptoms of seized rear wheel cylinders and sticky callipers – more likely on seldom-used cars. Replacing tired components is easy and cheap.



BODYWORK

Battery tray, bulkhead and fusebox area are notorious for rust. Other areas to inspect are the rear chassis rails, sills, floorpan, behind the headlights and the front crossmember. On the surface, check the door bottoms, wings, roof gutters and tailgate, including where the hinges mount.

Reproduction panels and repair sections are available, but NOS is getting pricy with a front wing typically costing around £225. Quality decals can be bought too, while the rubber mouldings tend to turn up for relatively little.

STEERING & SUSPENSION

XR3 is known for its bumpy ride, while the later fuel-injected Escort is much more poised. The earlier carb-fed car should sit slightly nose-up with the rear wheels showing a lot of negative camber and the fronts slightly bowing-in. In comparison, an XR3i should sit flat, an inch lower and with no obvious camber. Pre-1985 cars can develop cracks around the mounting points of the TCAs, the chances of which are greater if it's sitting on stiffer suspension.

ENGINE



Poor maintenance kills the CVH – tar-like old oil sludging up the hydraulic lifters, which in turn wrecks off the camshaft and accelerates engine wear. A poorly CVH will have a rattly top end and blue smoke is another sign of a

sickly motor. Cambelts need regular replacement and a snapped one will also kill off the XR3's engine. The XR3's Weber DFT carb can be hard to replace, although rebuild kits can sort out any issues and many owners also

swap to a Weber 32/34 DMTL. XR3i's K-Jetronic fuel injection is reasonably reliable and running issues can sometimes be down to the distributor, its spring often being weak and causing full advance too early.

ONE TO BUY**1982 Escort XR3****Price:** £5995**On sale at:**www.carandclassic.co.uk**For:** Condition, low owners**Against:** Top money

Subject of an older restoration, the Sunburst Red 1982 XR3 is described as being in splendid condition throughout. A late

five-speed example, the Escort has had only three registered keepers from new and was originally supplied to Denmark before being imported into the UK in 1983. Largely original and only suffering from a tiny bit of age-related wear to the interior, the XR comes with a stack of history and, with a recent service and MoT, it's ready to drive away.

**TRANSMISSION**

Four-speed 'box is considered to have a better shift than the five-speeder, but neither transmission is particularly slick, although a reluctance to engage gears and an overly sloppy change points to an out-of-adjustment linkage or tired

selector mechanism. Age and hard use also trashes the synchromesh (usually on second and third gears) but more of an issue is any whining from collapsed outshaft bearings. A noisy fifth gear signals the need for a new input shaft.

"IT'S NO SURPRISE THAT THE XR3 WAS A HUGE SUCCESS, ITS APPEAL ONLY GETTING GREATER WITH THE ARRIVAL OF A FIFTH-GEAR IN 1982"

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TECH SPEC**(XR3i)****Body**

Pressed steel three-door hatchback

Engine

1596cc CVH, cast-iron block, alloy cylinder head, two valves per cylinder operated by belt-driven overhead camshaft, Bosch K-Jetronic fuel injection

Power: 105 bhp at 6000 rpm, 102 lb.ft at 4800 rpm**Gearbox**

B5 five-speed manual

Suspension**Front:** Independent by MacPherson struts, telescopic dampers, anti-roll bar**Rear:** Independent by coil springs, lower wishbones, radius arms and telescopic dampers**Steering**

Rack-and-pinion, 3.7 turns lock-to lock

Brakes

Vacuum servo-assisted dual-circuit hydraulic

Front: 239 mm ventilated discs
Back: 203 mm drums**Wheels and tyres**

6Jx14 inch steel rims, optional 5.5x14 cast alloys, and 185/60HR14 tyres

Performance**Max speed:** 114 mph**0-60 mph:** 9.0 seconds**Price when launched**

£6155

Thanks

Rick Anderson

NEXT MONTH
 ESCORT MK4



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FORD 10

1935, £5,500. C Type, ultra rare barrel type 10cwt van, only one known, 10hp, good condition, in daily use, eye catcher. Lancashire. 01772 257546

ANGLIA**ANGLIA ESTATE**

1965, £3,995. Clean and straight body, car completely standard except for a stage 3 cross flow. Original interior with seat belts. Car solid underneath. 07968 893493 (SN)

CAPRI**CAPRI 1300 L**

1977, 29,700 miles, £5,000. All MoT's original bill of sale, known history. Original and standard condition. Excellent interior, drives great. Slight bodywork required. No offers. Cheshire. 07973 724540 (SN)

CORSAIR**CORSAIR 2000 V4**

1968, 25,000 miles, £5,950 ovno. All original, no welding or rebuilds, 11 months MoT, Purbeck grey, column change, bench seat, any inspection invited, some spares included. Isle Of Wight. 01983 753647

CORSAIR CRAYFORD

1967, £15,999. Convertible 1967 2LT, GT Automatic completely rebuilt 2013/14 everything renewed/replaced. Electric Power steering, pinto engine, white interior, dellocked. Lowered new inner/outer front wings. Classic show winner. 079326 00069 (SN)

CORTINA**CORTINA 1600**

1982, £1,500 ovno. Currently on SORN, MoT EXPIRED September, has had recored steering rack, brake calipers rear brake shoes and wheel cylinders, front tie-bar link anti-roll bar bushes, welding to O/S/F chassis rail O/S/R chassis rail, rear panel to boot floor, boot floor above fuel tank. 01306 884449

ESCORT**ESCORT RS2000**

44,000 miles, £7,995. Mallard metallic with grey reccaro seating with a blue pattern. Grey carpets, sunroof, ex Isle of Man. Very carefully kept, with interior and exterior in lovely order. MoT April 2016, first to see will buy. Greater Manchester. 01204 527479 / 07887 771386 (SN)

ESCORT RS2000

54,000 miles, £6,995. Silver metallic with reccaro seats in grey and dark red, with grey carpets. Glass sunroof, correct RS wheels, centres organised. Just MoTd, in wonderful unmarked condition, having not been painted. A appreciating item, not to be missed. 10 stamps in the service books. Greater Manchester. 01204 527479 / 07887 771386 (SN)

FIESTA**FIESTA**

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MUSTANG**MUSTANG GT FASTBACK**

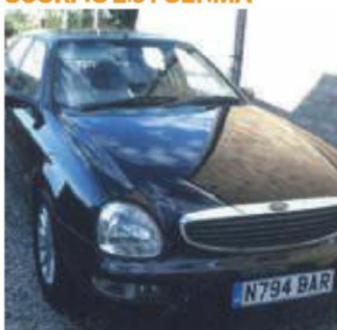
1967, £39,995. This Mustang LOOKS STUNNING and turns heads wherever it goes! This fastback was done to a high standard, and it really shows. I have displayed at many shows, and is without doubt one of the nicest Fastbacks out there. A CUT ABOVE THE REST! Message me, or call to have a chat. Thanks Pete. Essex. 07906 712466 (MC)

ORION**ORION**

1986, 97,000 miles, £1,495. 1.6 GL, 4 door, maroon, grey trim, will come with new MoT, just been serviced, good runner, very clean. On SORN. 01763 250377 (SN)

P100**P.100 PICKUP**

1990, £Exchange. Diesel 1800 turbo. Runs very well, in daily use. Very good workhorse. MoT. Needs a little tidy. Exchange for a 7-seater in good condition with MoT. Ipswich. Suffolk. 07999 353516 (RB)

SCORPIO**SCORPIO 2.9i ULTIMA**

1995, 85,000 miles, £675 ovno. Automatic. MoT to Aug 2016. Very good paintwork/body, nice leather interior. Good smooth engine and box. Good tyres. £1000 spent new front calipers and pads, alternator, battery, drive belt, bearings, bushes. Some history. Serviced at 84,000. Service book stamped to 60,000. 3 keys inc red one. Original sales brochure included. West Yorkshire. 07595 280899 (RB)

SIERRA**SIERRA XR4x4**

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SIERRA XR4x4

1989, 68,500 miles, £5,795 ono. Ford Ex Demo Car and laid up for 17 years. Full MoT, Full Service, Full Stainless Exhaust. New Clutch Fitted July 2015. Excellent Condition, Documented History. Leicestershire. 07883 437443 (SN)

TRANSIT**TRANSIT**

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TRANSIT MK 1

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FORD CORTINA 1600E

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FORD CORTINA 1600E

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FORD CORTINA MK3



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FORD ESCORT MARK 1

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FORD ESCORT MK3

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£265. 5 speed gearbox, suitable for many sports and saloon car conversions. Lothian. 01313 432574

FORD/MOTORCRAFT

£POA. Clutch kits, new old stock. ECK 1100, ECK 1352, ECK 216, ECK 1025, ECK 1411, ECP 218, ECK 1345, ECD 1147, ECK 1413. Phone for prices. Avon. 07855 376107

LUCAS STARTERS/ALTERNATORS

£POA. To fit 70s 90s vehicles, all Nos. Call see what I have. N Yorks. 01423 709175

MINATOR ALLOY WHEELS

£250. Set of four with tyres 55in/14 (4in PCD), Minilite copies, excellent condition, as new. Suffolk. 07752 847468

SUN VISOR (EXTERIOR)

£175. With fixing brackets for Mk1 Consul/Zephyr. Cortina Mk3 bonnet £45. Fiesta Mk1 n/s door & tailgate £35 each. Somerset. 07949 878566

TYRES

£POA. Several 155 tyres, also pair of 145x13, new, balanced. 020 8361 3711 (RB)

VARIOUS

£POA. Ford Escort column lights cluster from 1977 Mk 5 Finesse. Unused, still in pack. Some light relays for fogs also. Jaguar XJ6 range electric aerial. Mercedes C class electric aerial (both new). 020 8361 3711 (RB)

VARIOUS PARTS

£POA. MGB clutch with pressure plate, £60. Also Ford Escort Mk 1 and 2 complete clutch, never used, £60. 1.5in carburettor SU, £40. Walsall. 01543 378719 (PB)

WEBER CARBURETTOR

£Offers. To fit V6 Essex MG, brand new, never been used. 07985 691137 (SN)

WHEEL RINGS

£POA. For Escort/Orion 81-86, as new still packaged, set only will not split. 07985 691137 (SN)

PARTS WANTED

FORD 3W COUPE

1934, Wanted. Rear roof corners, steel or GRP, any condition. East Yorkshire. 01482 653571 (RB)

FORD CORTINA ESTATE

"H REG", Wanted. Floor change, automatic gearbox for Cortina MKII Estate 1600cc, May buy engine and gearbox if the price is right, must be good condition, needed for amputee. Thanks. Lancashire. 07958 460033 (SN)

FORD FIESTA MK 3

Wanted. Seats wanted. Must be excellent condition. 020 8361 3711 (RB)

MISCELLANEOUS

CAR LIFTER

£POA. Secondhand single post, portable or double lifter. Middlesex. 01895 237820 (RB)

DUNLOP OPTICAL TRACKING GAUGE

£100. Full working order, excellent condition. Mid Glam. 01685 385770

FORD QUALE BIRD MASCOT



£65 post free. From USA on snap-on chrome cap. Nice condition. Essex. 07794 775973 (PB)

FORD TRANSIT MK2 BOTTLE JACK

£45 the lot. Three in number, original black paint, good condition, buyer collects. Surrey. 01372 383002

FOR SALE**1953 CORONATION BADGE**

£48 post free. Original, not repro. Chrome enamel, no damage. Size 3in x 5in. Bar fixing. H.M. Queen Elizabeth II crowned 2nd June 1953. Surrey. 07968 659969 (RB)

BROOKLANDS FLYING CLUB BADGE

£65. Mnf by Toye Kenning & Spencer, excellent condition. Essex. 07964 486932

CAR HANDBOOKS

EPOA. From 1948 to late 1960s. 28 in all. 1912 bulb type horn, brass. Offers. Staffordshire. 01543 375132 (RB)

EXPANDING REAMERS

£80 ono. Made by 'T&J', British made. Lancashire. 01706 345944 (RB)

FORD HANDBOOK

£15. Mk2 Cortina, 1968. Ford Haynes book, 1980, 1990, XR3, £10. Ford Cortina MK3 boot lid base, £10. AA base, 1960, £25. Plus postage and packing. Surrey. 020 8641 4238

MIKE HAWTHORN VOICE

£40. On this 45rpm vinyl record. British Grand Prix, Silverstone, 1958. Interview by John Bolster. Also Mike Collins Sound Stories. Surrey. 020 8399 7541 (RB)

NUMBER PLATE

£425. G10 MJA, including plates themselves. Ready for transfer. Devon. 01297 552746 (RB)

POWER COMPRESSOR

£70. 9.5 cfm, 8 bar, 115 bsi, 25 litre tank. 1 air nailer stapler, £35. 1 air chisel and tools, £15. Lancashire. 01204 777728 (RB)

RECOVER FLASHER

£65. With fitted indicators and stop light. In good working order. Suffolk. 07799 223166 (RB)

SET 3 EMI CAR CLUB BADGES

1950, £50 set post free. In alloy. 2 bar, 1 grille fix. Essex. 07964 486932 (RB)

ROYAL OBSERVER CORE BADGE

£85. By J R Gaunt. Showing Mercury. No damage with bar. Queen's Crown. Possible 1960s. Size 3 in x 5 in. Essex. 07964 486932 (RB)

SNAP ON THREAD RESTORER

£50 ono. With adaptors. V.G.C. Lancashire. 01706 345944 (RB)

TRAILER

£Only £160 ovno. Mini tyres. Unknown vintage. Lincolnshire. 01469 208479 (RB)

TYRES

£20 each. Two 175/65/R15 and one 185 R13 on Ford Zephyr 4-6 wheel. All nearly new condition. Must collect from Cheltenham. Gloucestershire. 01452 854361 (RB)

VARIOUS

EPOA. Standard 8/10 water pump complete. VW sidelamps. Door catch plates. Sidelamps mmv/A40, glass/plastic. S.U. pump. Full set brake linings. Distributor - starter - needs cleaning. Buyer collects. East Yorkshire. 07851 837752 (RB)

VARIOUS TOOLS

EPOA. Mono 8 Wright Micrometer 0-1. Old model in special cage. New condition, £30. 0-25 micrometer, hardly used, £18. Stanley 04 smoothing plane, in original box, wooden handle, £35. Surrey. 020 8641 4238 (RB)

LITERATURE AND INFORMATION**FORD CORTINA (MK 2) SALES BROCHURE**

£22. 20-page full colour sales brochure printed on strong card. Features 1300 De Luxe, 1500 Super, 1500 GT saloons and De Luxe & Super estate cars. A4 size (landscape). Virtually mint condition and very 1960's! Surrey. 020 8942 5151 (PB)

FULL SET OF CLASSIC AND SPORTSCAR

£250. Every issue since April 1982. Over 30 years of collecting. Nearly 400 magazines. Buyer collects. West Sussex. 07927 407574 (RB)

MAGAZINES FOR SALE

EPOA. Titles include Practical Classics, Vintage Road Scene, Bus and Coach Preservation and others. Good condition, cash only, buyer collects. 50p each or 5 for £2. Suffolk. 07746 071361

SERVICING DATA

£9 plus postage. Two manuals of car servicing data covering 1200 car and van models, from 1957 to 1975. Over 70 British, European, Japanese and Australian makes. More than 500 pages. Well used, but complete. Nottinghamshire. 01909 721464 (RB)

VARIOUS

EVarious. 23 rail magazines, 1962 to 1964, £30 the lot. Ford Haynes, 1980, 1990, XRJ, £10. Ford handbook, MR 2, £15. Ford Cortina Mk 3 badge, boot £10. AA badge, £25. Surrey. 020 8641 4238 (RB)

Project Hunter

CLASSIC FORD PROJECTS YOU SHOULD BUY — AND MODIFY!

Illustrations: Simon Coulson



THE AD



HUBCAP STEELS

Picture the scene: it's 1996 and in order to drum up some extra media interest in the about-to-announced KA at the Birmingham motor show, Ford decide to mock-up a Supersport version — in honour of the new car's spiritual predecessor, the Mk1 Fiesta. Well, that's how we've attacked the KA anyway — now incredibly 20 years old. Taking our unloved (and ridiculously cheap) project, we've sorted out any rust before treating it to a full respray in Sunburst Red, then adding the SportKA bodykit and rear spoiler, resprayed in a textured matt black finish to replicate the original Supersport's arch covers.

There's another reason for fitting the SportKA kit, though, and that's to cover those 7x13 RS four-spokes and 175/50 tyres, which may do nothing for the KA's driveability, but what the hell. Original Mk1 spotlights have been inset into the front airdam, and we've been on the phone to DMB Graphics to work up a set of custom Supersport sidestripes to follow the contours of the KA's tubby body. Inside, the standard seats have been retrimmed in black with Carla check cloth inserts, and there's some red pinstriping around the dash, while we're leaving the 1300 Endura engine well alone. Simple, effective, and old-school.

FOR SALE ON:

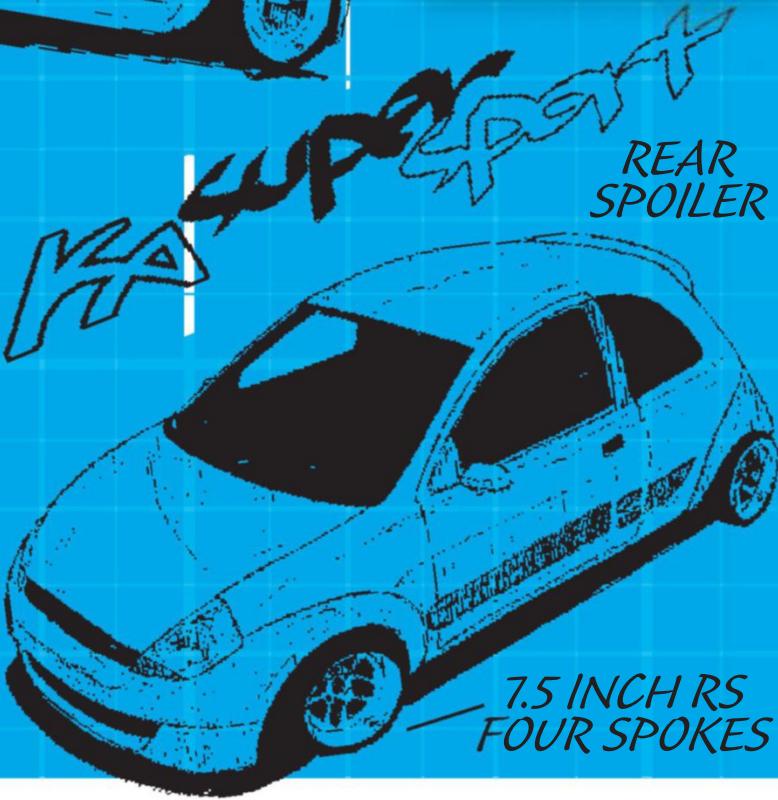
Internet auction

'1996 KA 2, selling as spares or repairs due to no MoT and may require minor welding, sills have been repaired by previous owner, reliable and starts first time, £77'



SPORTKA
ARCHES

REAR
SPOILER



Cooler (and rarer) than a VW Type 2, the Mk1 Transit came in a greater number of different camper body styles, too, including the awesome piggyback-style Autohome version here. Naturally, we can't leave it be, and while the temptation to go all '70s on it with port hole windows and Slot Mags loomed large, in the end we decided a country squire-style affair (with '50s surf influences) was in order. Hence the cab and lower rear body has been resprayed in Caribbean Blue while the main body and grille are now Ermine White — a stunning combo. We're not finished yet — real wood panelling has been added to the sides, it's low, and now sat on widened versions of the standard steels, powdercoated black and with the hubcaps removed and a set of spider caps and whitewalls fitted. Inside, we've gone to town with a complete retrim in matching blue and white tuck-and-roll vinyl, and the dash has been adorned with leftover wood from the side panels. There's nothing wrong with the 1800 that currently powers this mobile home, so it's staying put. All remains is to hit the high road, the low road and the beach — just maybe when it warms up a bit, yeah?



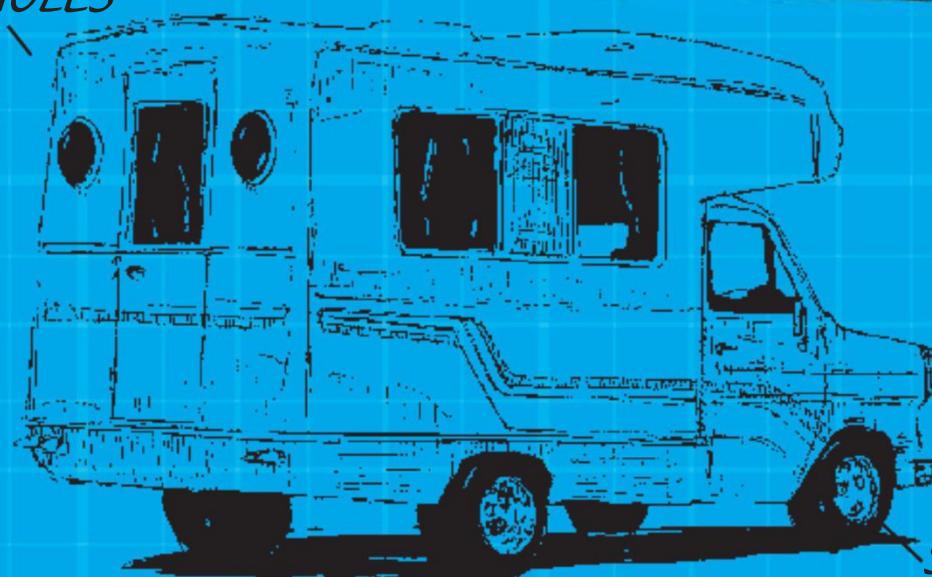
WHITEWALLS

T R A N S I T

WOODY'
TRIM



PORT
HOLES



SLOT MAGS

THE AD

FOR SALE ON:

www.carandclassic.co.uk

'Mk1 Transit Autohome, four-berth camper, 1973, 1800cc diesel, recently painted white, five-speed gearbox, all original, £3000'



RACE

Rally and Competition Equipment

NEW FABRICATION AND SUSPENSION PARTS MK1 AND 2 ESCORT

"OVER A 30 YEARS", IN MOTORSPORT WE HAVE MANAGED TO BRING TOGETHER THE FINEST SELECTION OF HIGH QUALITY FABRICATED COMPONENTS, YOU WILL BE HAPPY WITH CLUBMANS OR WORKS SPEC PARTS. ALL PARTS HAVE BEEN DEVELOPED, TRIED, TESTED REPRESENTING TRUE VALUE FOR MONEY.

BODYSHELL, GRP4 CLUB SPEC

4 LINK KIT REINFORCED BODY BOXES 5/8 JOINTS, BUSHES, SPACERS & BOLTS	£275
4 LINK KIT HEAVY DUTY C/W BIG BUSHES, 5/8 JOINTS, M14 BOLTS. TO SUIT ESCORT RUNNING REAR COIL OVENS	£275
BODY BOXES REINFORCED PR £72	
4 LINK TO CHASSIS SKIDS PR £16	
PANHARD ROD KIT ADJ 5/8 COMPLETE	£81
PANHARD ROD KIT FIXED TOWER	£75
PANHARD ROD ADJ L/H TOWER	£36
ANTI TRAMP BAR KIT MK1	£105
ANTI TRAMP BAR KIT MK2	£97
SQUARE TALL REAR TURRET BOXES PR £42	
TURRET AND ANTI TRAMP AXLE BRACKET..EA £3.50	
LARGE GEARBOX TUNNEL	£45
ALLOY SURROUND GAITOR PLATE	£16
FUEL TANK PLATFORM, TO SUIT SHAPED ALLOY TANK C/W STRAPS	£88
DRY SUMP TANK, MOUNTING PLATFORM	£25
4 LINK CROSS BRACES (BODY BOXES) PR £17	
GROUP 4 MK2 FIREWALL KIT. FITS WITH TURRETS INC BOOT INFILLS KIT £78	
MK1 & 2 NONE TURRET FIREWALL ALLOY PLATE..£46	
SPRING HANGER SKIDS PR £10	
BOTTOM RADIATOR CUT OUT £12 + GUSSETS...£18	
TOP RAD MK2 GUSSET PANEL	£28

BODYSHELL, GROUP 4 WORKS SPEC

4 LINK BODYSHELL KIT INC. BRACKETS, COVERS, SKIDS, LONG LINK BOLTS/TUBES AND CROSS BRACES MK2.....	£160
4 LINK ROD GRP4 SPEC 1/2 BUSHED	£42
4 LINK ROD GRP4 SPEC 5/8 BUSHED	£46
MK1 GRP4 SHORT LINK BODY BOX KIT	£114
GRP4 MK2 4 LINK KIT. COMPLETE	£600
GRP4 PANHARD ROD KIT. L/H OR R/H TOWER	£130
GRP4 PANHARD ROD TOWER. MULTIPiece, LH OR RH WORKS SPEC.....	£58
GRP4 ROUND REAR TURRETS PR £98	
ZF GEARBOX TUNNEL COMPLETE.	£100
BULKHEAD PLATE 1 PIECE	£13
BULKHEAD PLATE 3 PIECE	£19
ATLAS LONG DIFF TUNNEL	£20
BULKHEAD GUSSETS 1 X SHAPED PR £32	
FRONT CHASSIS SKIDS	£20
CHASSIS TO SILL SKIDS	£20
STRUT TOP REINFORCING PLATES GRP4 PR £58	
REAR INNER STEEL ARCH INFILLS PR £16	
SEAT SUB FRAME MOUNT KIT (WELD IN)....£40	
WELD IN FRONT CROSS MEMBER CHASSIS INSERTS SET OF 4.....	£26
15" INNER REAR WHEEL ARCH TUBS PR £230	
MK1 WORKS STEEL ARCHES SET £520	
ROLL CAGE TUBE 2 METRE 38MM.....£30	
GRP4 WATTS CHASSIS BRACKET KITS MULTIPiece FORMS BOTH SIDES.....£114	
GRP4 WATTS BARS GOLD BUSHED PR £81	

STRUT BRACES

GRP4 STRUT BRACE KIT WITH WELD ON BRACKETS AND STEEL BAR PLATED.....	£48
WITH ALLOY BAR.....	£70
WITH OVAL STEEL BAR POWDER COATED.....	£76
MK1 WORKS FLAT TYPE BOLT ON STRUT BRACE C/W BRACKETS.....	£48
MK2 BOLT ON ADJUSTABLE STRUT BRACE KIT STELL OR ALLOY BAR.....	£66

SUSPENSION TO BODYSHELL

WORLD CUP X - MEMBER, FULL GRP4 SPEC	£395
WCXM CLUB STD OR LRM CROSMEMBER.....	£210
WCXM BASE FULL GRP4.....	£325
WCXM BASE CLUB STD OR LRM.....	£130
WCXM MOUNTS OHC / X-FLOW.....	£57
ANTI DIVE KIT.....	£50
DOUBLE WIDTH KIT.....	£50
GRP4 TENSION STRUT KIT TARMAC.....	£325
GRP4 TENSION STRUT KIT FOREST.....	£400
ANTI ROLL BAR T/STRUT 5/8...£130 ...3/4 £150	
COMPRESSION STRUT KIT FIXED.....	£130
COMPRESSION STRUT KIT IN-SITU ADJ.....	£160
16V ASTRA CHASSIS ENGINE MOUNT KIT ALSO OHC / X-FLOW.....	£70

TRACK CONTROL ARMS TCA'S

IN-SITU ADJUSTABLE TCA'S. INNER RUBBER BUSHED.....	PR £180
RJJOINTED ADJUSTABLE TCA.....HISTORIC PR £165	
RJJOINTED ADJUSTABLE TCA.....HISTORIC PR £165 RS2000 TRACK ROD END GEN FORD.....	£40
WATTS LINKAGE KIT ATLAS.....	£285
WATTS LINKAGE KIT ENGLISH.....	£240
PTFE SLIPPER KIT.....	£48
SHORT REAR SPRING SHACKLES.....PR £39	
U BOLT PLATES.....	PR £29
TWIN CAM ANTI ROLL BAR.....	£130
MULTI LEAF ORIGINAL FOREST 5 LEAF SLIPPER SPRINGS.....PAIR £210	
SINGLE LEAF TARMAC SLIPPER SPRINGS 146LB.....PR £225	
TARMAC MULTI LEAF SLIPPER SPRINGS..PR £210	
CDE MK1 4 LEAF TWIN EYE SPRINGS ..PR £210	
MK2 SINGLE LEAF TWIN EYE 146LB SPRINGS..PR £225	
MK2 MULTI TARMAC LOW TWIN EYE SPRINGS..PR £200	

STEERING AND BRAKES

(ALL PEDAL BOXES HAVE GENUINE GIRLING MASTER CYLINDERS)

MK2 BIAS ADJ PEDAL BOX CABLE	£290
MK2 BIAS ADJ PEDAL BOX HYD.....	£355
MK1 BIAS ADJ PEDAL BOX CABLE	£340
MK1 BIAS ADJ PEDAL BOX HYD.....	£400
GRP4 THROTTLE PEDAL.....	£40
TUBE DASH ADJUSTER.....	£29
FLEXIBLE CLICK DASH ADJUSTER.....	£33
ALLOY RESERVOIR BRACKET .. FROM £16 - £25	
AP RESERVOIR + BRACKET PUSH ON.....	£18
GIRLING RESERVOIR THREADED.....	£18
HYDRAULIC HANDBRAKE KIT.....	£70
ALLOY PRO HYDRAULIC HORIZONTAL HANDBRAKE COMPLETE.....	£122
VERTICAL PRO ALLOY HANDBRAKE.....	£145
BIAS PROPORTIONING VALVE SCREW TYPE ..£60	
MK3 ESCORT REAR CALIPER MT BRACKETS..PR £20	
SIERRA REAR CALIPER MT BRACKETS.....PR £25	

GENUINE AP DISC & CALIPERS

MONT CARLO ESCORT CALIPER ..EA £690	
MONT CARLO AP BRAKE DISC ..EA £170	
FOREST AP ESCORT CALIPER ..EA £625	
FOREST AP BRAKE DISC ..EA £145	
GRP4 2383-2382 REAR CALIPER.....EA £540	
GRP4 AP SOLID REAR DISC.....EA £155	
AP2577 REAR TWIN POT CALIPER WITH CABLE HANDBRAKE MECHANISM FITTED ..EA £340	
13" AP GRP4 FRONT DISC BELL.....EA £22	

NEW AP RADIAL 13" FRONT BRAKE KIT FITS WITH 13" WHEELS ONTO MK2 ESCORT C/W VENTED DISCS, ALLOY BELLS, MOUNTING BRACKETS, PADS AND PIPES £1,150

AP 15" RADIAL FRONT ESCORT BRAKE KIT, 305 DISC.....	£1,430
AP MONTE CARLO GRP4 ESCORT FRONT HISTORIC BRAKE.....KIT £1,900	
AP FOREST GRP4 ESCORT FRONT HISTORIC BRAKE.....KIT £1,700	
10 1/8 X 22MM VENTED DISCS TO USE WITH PRINCESS CALIPERS. PLAIN.....PR £88	
OR WITH GROOVES.....PR £120	
PRINCESS 4 POT CALIPER SPACER KIT.....£40	
GRPI CALIPER SPACER KIT. M16.....£35	
GIRLING MASTER CYLINDER .625 ETC ..£55	
RS2000 GEN FORD TRACK ROD END.....£40	
GRP4 CAST STEERING JOINT.....£43	
GRP4 CAST STEERING JOINT LONG.....£43	
2.8 CAPRI VENTED FRONT DISCS ..PR £58	
2.8 CAPRI VENTED GROOVED DISCS..PR £95	

MK2 ESCORT BRONZE BUSHED H/D GEN FORD QUICK RACK.....	£230
WITH NEW LONG RACK ARMS FITTED ..	£260
MK2 ESCORT ALL NEW H/D K/C ..	£350
QUICKRACK RHD / LHD ..	£395
SIERRA REAR DISC BRAKE KIT.....	£25
SIERRA CONVERSION HANDBRAKE CABLE ..	

ELECTRIC POWERSTEERING KITS USING VAUXHALL CORSA MOTOR ALL BRACKETS TO FIT FORD ESCORT MK1 & 2 RHD + LHD £850

SUSPENSION AND MOUNTINGS

ALLOY 2 1/4" SPRING SEAT, 1" TALL ..	£10
ALLOY 2 1/4" SPRING SEAT, 3" TALL ..	£17
ALLOY 2 1/4" LOCK RING ..	£8
ALLOY 2 1/4" D SHAPE TOP CAP ..	£10
ALLOY 4" SPRING SEAT, SHALLOW ..	£29
ALLOY 4" SPRING SEAT, DEEP ..	£33

GEARBOXES

5 SPEED ZF DIRECT TOP FULL SPEC GEARBOX C/W TOWER + LEVER...£6,500 + VAT.....	£7,800
5 SPEED TYPE 9 TRACSPORT STRAIGHT CUT 2.2 1ST ..	£1,750
5 SPEED TYPE 9 TRACSPORT SEMI HELICAL 2.48 1ST ..	£1,900
4 SPEED RS2000 TRACSPORT H/D STRAIGHT CUT 2.2 1ST ..	£2,200
ABOVE GEARBOX ALSO AVAILABLE WITH ALLOY MAINCASE, H/D MAINSHAFTS & LAYSHAFT PINS	

NEW ATLAS AXLE CASINGS

PREPARED TO THE HIGHEST GRP4 STANDARD FULLY FLOATING GRP4 ATLAS AXLE CASING, THICK TUBE WITH STUB AXLES, DOUBLE PINNED AND BREATHER ..	£495
2 DIAMOND 4 LINK BRACKETS. WELDED ..	£60
2 GRPA DAMPER BRACKETS. WELDED ..	£50
2 SPRING SADDLES, HEAVY DUTY. WELDED ..	£60
1 GRPA PANHARD ROD BRACKET. WELDED ..	£32
2 AP CALIPER BRACKETS. WELDED ..	£48
FULL SPEC CASING WITH GRP4 BRACKETS. £745	
2 FIF L/RINGS LVRH ..	PR £32
GROUP 1 THICK TUBE ATLAS AXLE CASING WITH ORIGINAL ENDS DOUBLE PINNED AND BREATHER ..	
2 SPRING SADDLES, HEAVY DUTY WELDED ..	
2 DIAMOND 4 LINK BRACKETS. WELDED ..	
2 DAMPER BRACKETS. WELDED ..	
1 PANHARD ROD BRACKET. WELDED ..	
(BABY 48 1/2, NARROW 49 7/8, WIDE 52 INCH)	

DRIVESHAFTS AND FLANGES

TOP QUALITY GROUP 4 FULLY FLOATING HALFSHFTS

740-770 F/F INC NUT ..	£140
790-820 F/F INC NUT ..	£150
740-770 F/F SPECIALS INC NUT ..	£225
GRPA FULLY FLOATING FLANGE ..	£65
GRP1 2 PIECE SHAFT 18 TOOTH GRP4, 18 TOOTH BABY, NARROW OR WIDE ..	£150

GROUP 1 WHEEL FLANGE ..	£68
GRP1 BABY ATLAS / ENGLISH 16 SPLINE SHAFT ..	£150
HALF SHAFT RETAINER PLATE ..	£6.50
DRUM SPACER PLATE ..	£5.50
18 TOOTH ZF ATLAS SIDE GEAR ..	£75

QUAIFE BIG BEARING HUB KIT BOLTS ONTO ENGLISH / ATLAS AXLE C/W 16 SPLINE, 18 SPLINE SHAFTS £890

FULLY FLOATING T/T METRIC REAR HUB ..	£65
GRPA F/F REAR STUD, INC BOLT ..	£11.50
METRIC REAR F/F HUB BEARING ..	£25
STEEL O RING CARRIER ..	£12
F/F HUB AXLE SEAL KIT ..	£15
STEEL SPLIT LOCK RING LVRH ..	£16
REAR F/F ALLOY AP DISC BELL ..	£30
ZF ATLAS 18 SPLINE MOTORSPORT LSD ..	£1200
ZF ATLAS MOTORSPORT PLATE KIT ..	£170
ZF ATLAS WAVY PLATE ..	EA £25
ZF ATLAS STEEL LSD END PLATE ..	£150
ZF ATLAS STEEL LSD HOUSING ..	£290
ZF ATLAS DRIVE FRICTION PLATE ..	EA £30
ZF ATLAS LSD END THRUST WASHER .. EA £18.50	
5.3 AND 5.8 ATLAS C.W.P.SET £485	
4.9, 4.1 AND 4.375 ATLAS C.W.P.SET £485	
5.1 ATLAS C.W.P. (BEST AVAILABLE) ..SET £320	

SALISBURY ENGLISH 22 SPLINE LSD UNIT ..	£550
SALISBURY ENGLISH 16 SPLINE LSD UNIT ..	£550
CW BIG SIDE BEARINGS AND CROSS PINS ..	£550
SALISBURY ENGLISH 16 SPLINE LSD UNIT ..	£550
CW BIG SIDE BEARINGS AND CROSS PINS ..	£550
18 SPLINE ENGLISH LSD UNIT ..	£650
SALISBURY ENGLISH STEEL END PLATE ..	£115
SALISBURY ENGLISH DIFF PLATE SET ..	£100
SALISBURY ENGLISH STEEL LSD HOUSING ..	£160
4.4 ENGLISH C.W.P. SET ..	£240
4.7, 4.9, 5.1 ENGLISH C.W.P. SET ..	£250

NEW ALLOY BELLHOUSINGS

16V ASTRA TO FORD ..	£178

<tbl

Est 1986

BORG WARNER TO PINTO RS	£190
BORG WARNER TO VAUXHALL	£220
DURATEC TO TYPE 9 CABLE	£275
DURATEC TO TYPE 9 HYD	£300
TOYOTA 4AG TO TYPE 9	£295
SIERRA TYPE 9 SINGLE STARTER	£170
ZF TO BDA HYD WORKS TYPE	£245

INLET MANIFOLDS TWIN CARB

16V ASTRA, RED TOP, STRAIGHT	£120
N/A COSWORTH, 2 X 45/48	£120

CLUTCH AP COMPETITION

RS PINTO 8 1/2 SPRUNG PADDLE PLATE	£195
RS PINTO H/D COVER	£270
7 1/4 AP TWIN PLATE CLUTCH	£435
7 1/4 3 BLADE PADDLE PLATE	£115
7 1/4 4 BLADE PADDLE PLATE	£150
RS2000 H/D ORGANIC ROAD KIT	£295

COMPETITION EXHAUST MANIFOLDS

RS2000 GRP2 3 PIECE 2 1/4 AND 2 1/2	£155
N/A COSWORTH 3 PIECE 2 1/4 AND 2 1/2	£205
16V ASTRA INTO MK2 ESCORT	£205
X-FLOW 4 INTO 1 RALLY	£145
DURATEC INTO MK2 ESCORT	£197
16V ZETEC RWD INTO MK2 ESCORT	£167

FAST ROAD COMPETITION 2IN MANIFOLDS

RS2000 4-2-1 OHC	£145
1300/1600 X-FLOW	£115
XR3CVH 4-2-1	£122
XR2 MK1 X-FLOW	£130
THE MANIFOLD AND SYSTEMS ARE FROM STOCK. MANY MAKES AND MODELS TO ORDER.	

COMPETITION EXHAUST SYSTEMS

PINTO 2 1/2 RIGHT HAND, SINGLE BOX	£144
PINTO 2 1/2 RIGHT HAND, TWIN BOX	£152
PINTO 2 1/4 RIGHT HAND, SINGLE BOX	£122
PINTO 2 1/4 RIGHT HAND, TWIN BOX	£129
THE ABOVE ALSO FIT N/A COSWORTH/ASTRA CROSS OVER PINTO LH 2 1/4 CENTRE PIPE.	
ADD	£12

FAST ROAD COMPETITION 2IN SYSTEMS

RS2000 MK2 SINGLE BOX 2IN	£84
RS2000 MK2 TWIN BOX 2IN	£91
ESCORT MK 2 X-FLOW SINGLE BOX	£76
ESCORT MK 2 X-FLOW TWIN BOX	£84
MK 1 ESCORT X-FLOW TWIN BOX	£106
XR3 TWIN BOX WITH 3I SS END	£145
XR2 MK1 TWIN BOX 3I SS END	£130
XR2 MK2 CVH TWIN BOX	£125
SYSTEMS AVAILABLE ESCORTS MK5 + 6 + 7 CAPRI, CORTINA, FOCUS, TALBOT SUNBEAM, PEUGEOT, TOYOTA COROLLA ETC, ETC	

BOLT ON SAFETY AND SERVICE PARTS

5-SPEED R/Jointed QUICKSHIFT	£55
4-SPEED R/Jointed QUICKSHIFT	£55
5-SPEED Q/SHIFT KIT	£17
ROCKET TO ATLAS H/D PROPSHAFT	£140
ZF TO ATLAS H/D PROPSHAFT	£195
ZF TSTEEL GEARLEVER	£130
ATLAS AXLE 10MM ALLOY BRACE	£115
ATLAS STEEL WIDE DIFF SKID	£57
BACK COVER HALF MOON CLAMPS	£15

FIRE EXTINGUISHERS

2.25 AFFF PLUMBED IN SYSTEM	£100
4.0 LTR AFFF PLUMBED IN SYSTEM	£165
2.0 LTR HAND HELD AFFF	£25
2.4 LTR HAND HELD AFFF SPA	£50
MK2 ALLOY Q/R LAMP BRACKETS	PR £50
MK1 ALLOY Q/R LAMP BRACKETS	PR £68
SIDE MOUNT INTO SILL QUICK LIFT SCISSOR JACK	NEW £45

GRP4 CHASSIS MOUNT SUMP GUARD

WITH 1/4 PLATE, TARMAC	£175
WITH 5/16 PLATE, TARMAC/FOREST	£195
WITH 3/8 PLATE, FOREST	£210
NEW TYPE LONG GUARD CURVED	
WITH SKIDS GRP4 MK1 AND 2	£275
ZF GEARBOX ALLOY GUARD	£85

NEWMAN CAMSHAFTS PROVEN RESULTS

PINTO OHC FAST RD, RALLY OR RACE	£116
PADDLED CAM FOLLOWERS	SET £68
X-FLOW FORD FULL RANGE OF CAMS	£100
OHC PINTO VERNEER PULLEY	£80
MK2 POLYCARB WINDOW KITS C/W SLIDERS	
TINTED BRONZE OR CLEAR, FULL SET (AIREDALE)	£270
MK2 CARBON DOOR CARDS	PR £95
MK2 INNER REAR QUARTER CARBON PANELS	PR £80
CARBON MK2 ROOF VENT	£160
MK1 ESCORT SAFARI ROOF VENT	£130

GEAR REDUCTION STARTER MOTORS

PINTO, X-FLOW, BDA, ETC	FROM £150
HELLA H4 HEADLIGHT UNIT	£29
MK1 ESCORT BOWL AND LOOM	£29
HELLA 3000 SPOT LAMPS	£70
MK2 ESCORT MOULDED SHAPED POLY MUD FLAPS, BLACK, BLUE OR RED, SUPERB FIT. SET OF FOUR	£130
FACE RED TOP FUEL PUMP KIT	£76
FACE RED TOP PUMP	ONLY £66
ALLOY FILTER KING LARGE BOWL	£45
ALLOY FILTER KING LARGE BOWL AND GAUGE	£62
NAVIGATORS PYRAMID, ALLOY FOOT REST	£18
HARNESS EYES	£1.50
EYED BACKING PLATE	£1
BOOT SPRINGS	PR £7
BONNET PINS	STEEL £7.50 ALLOY £9
ALLOY FOOT PEDALS SHAPED	SET £11
LIGHTWEIGHT 19MM RALLY WHEEL BRACE ON BRACKET AND SPIN HANDLE	£58
GRP4 NAVIGATORS ALLOY FOOT REST	£34
DRIVER ALLOY HEEL PLATE	£15
MK2 ALLOY CENTRE CONSOLE	£30
ALLOY SPARE WHEEL POLE, SINGLE	£18
ALLOY SPARE WHEEL POLE, DOUBLE	£30
Q/R PLASTIC CONE CLAMP	£38
TRS Q/R WHEEL STRAP REMOVABLE	£35
EXHAUST PACKING	£5
BATTERY CUT OFF SWITCH FIA	£28
SAFETY STICKER SHEET	£2
SWITCH STICKER SHEET	£5
DOOR SQUARES	£3.50
MUD FLAP MATERIAL, 4MM RED/BLACK/BLUE	£5
MUD FLAP MATERIAL, 5MM BLACK/BLUE	£15
ALLOY MUD FLAP BRACKETS	£3
ALTERNATOR NYLON STRAP AND CLAMPS	£16
STEEL THRUST BEARING CARRIER PLUS	
ROUND NOSE BEARING RS PLUS TYPE 9	£47
ALUMINIUM CLOTH HEAT SHIELD, 50 X 50CM	£12

MK2 ESCORT ALLOY GRP4 RADIATOR SUIT MOST ENGINE TYPES C/W FAN, BRACKET AND SENDER BOSS

M LINE 280MM FAN	£88
SENDER UNIT SWITCH	£12

NEW PRO FIA 3IN SHOULDER 2IN LAP STRAPS WITH REINFORCEMENTS Q/R "THE BEST SELLER"

4 POINT Q/R	£100
5 POINT Q/R	£105
6 POINT Q/R	£110
CLUBMANS 2IN 3 POINT	£44
CLUBMANS 2IN 4 POINT	£49

TRS TOTAL HARNESSES FIA APPROVED MAGNUM 75MM 3IN STRAPS Q/R

4 POINT Q/R	£118
5 POINT Q/R	£126
6 POINT Q/R	£130

ALL COME WITH FIXING EYES,
ALL COLOURS AVAILABLE.**FIA • COBRA BUCKET SEATS • FIA**

IMOLA PRO LOW SIDE STD GRP	£378
IMOLA PRO GT LARGE GRP	£419
SUZUKI PRO HIGH SIDE STD GRP	£424
SUZUKI PRO GT LARGE GRP	£435
MONACO PRO STEEL FRAME	£180
ALLOY SIDE MT SEAT FRAME KIT	£50

TRAILER HELMET HAMMOCK MESH

SMALL	£10
LARGE	£12

AVANTI MAP LIGHT

£30

TWIN HELMET BOX

£50

PIPERCROSS AIR FILTER TWIN BOX BDA PINTO

X-FLOW, ETC	£92
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*** CABLES & LINKAGES ***

TWIN CABLE WEBER ALLOY	£60
TWIN CABLE DELLORTO STEEL	£50
THROTTLE CABLE 1 METRE	£5
THROTTLE CABLE 3 METRE	£6
RS2000 CLUTCH CABLE	£16

RS2000 HEAT SHIELDED CLUTCH CABLE

£24

RED PULL CABLE 6FT

£10

RED PULL CABLE 12FT

£12

RALLY ESCORT T-SHIRT

£15

RACETEC 8000 RPM TACHO

£130

STACK ST200 10500 RPM TACHO

£240

TERRATRIP 303 PLUS C/W REMOTE HEAD DISPLAY

£295

TERRAPHONE CLUB INTERCOM

£96

*** SEALED HIGH OUTPUT BATTERIES ***

RT25 182X77x168mm	£115
RT30 250x97x156mm	£155
RT40 250x97x206mm	£175
RT35 ANTI VIBRATION	£130
PC680 ANTI VIBRATION	£78
PC925 ANTI VIBRATION	£120
MKI ESCORT LAMINATED WINDSCREEN	£75
MKI ESCORT LAMINATED WINDSCREEN	£75
MKI ESCORT HEATED WINDSCREEN	£225
MKI ESCORT HEATED WINDSCREEN	£220

POLYCARB WINDOW KITS CLEAR OR BRONZE

MK2 ESCORT 7 PIECE KIT</td



Telephone:
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NEW - RS 4



6x13"
Colour: Black Machined

£94.90

Minilight - 13"



7x13", 8x13", 9x13"
Colour: Silver All Over

From: £82.48

Minilight - 13"



5.5x13", 6x13", 7x13"
Various Colour Options Available

From: £69.56

RS 4



7.5x13"

7x13", 7.5x13"
Colour: Black Machined

From: £94.40

Minilight - 15"



5.5 / 6 / 7 / 8 x15"
Various Colour Options Available

From: £96.90

Superlight - 13"



7x13" Mk2

7x13", 7x13" Mk2
Various Colour Options Available

From: £82.48

Starmag 2



Price

Minilight 14"



5.5x14"
Colour: Silver

From: £79.49

Rally Special



7x13"
Colour: Black

From: £82.48

D1



5.5x13"
Colour: Black

From: £69.56

Starmag



"

**Price
£82.48**

Revolite



7x13"
Colour: Black

**Price
£82.48**

Information

UK Mainland Delivery

Prices: Set of 4

Wheels Only £17.87

Wheels & Tyres £22.98

Contact our sales team or use our website for carriage charges for all areas outside UK Mainland.

* Any car modifications must be advised on purchase.

Please see website for T&C's *

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